

LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO VOL. 40 NO. 10 OCTOBER 1978

Register and Vote

M/V Buffalo Newest Addition to SIU's Great Lakes Fleet

See Page 16



T.I. Accuses McCloskey of Conflict of Interest

See Pages 12-13

SIU Members Win AOTOS Bravery Awards

See Pages 28-29

New USPHS Hospital Opens in Nassau Bay, Tex.

Pages 20-21

East Coast Shipdocking Pacts Settled

See Page 3

SIUNA Kicks Off 1978 Convention in Nation's Capital

At Presstime

More than 300 delegates to the Seafarers International Union of North America's 1978 Triennial Convention convened in the nation's Capital on Oct. 16 to review the International's progress over the last three years and to map out legislative, political and organizing strategies for the future.

SIUNA President Paul Hall, convention chairman, told the representatives of 28-SIUNA affiliated unions in the opening day session that the Convention's goal is to develop a policy which will counter the growing presence of the Soviet fleet in ocean commerce.

"Russian-flag vessels are daily increasing their penetration of U.S. shipping," Hall warned. "The time has come when positive steps must be taken to assure the United States of a viable commercial ocean fleet available to this nation in peace as well as in national emergency."

Delegates to the four-day Convention will be participating in workshops and listening to addresses from AFL-CIO President George Meany, Congressman John Murphy, and other labor and government representatives on the issue of the Soviet fleet and other prime maritime concerns, including:

- Development of resources in the deep seabed and on the U.S. outer continental shelf;
- Possibilities for expanding the liquified natural gas industry;

- Improving the transportation systems of the Great Lakes and inland waterways, and;

- Expanding job opportunities for all U.S. workers through realistic government trade policies.

The SIUNA's conventions, held every three years, provide an opportunity for representatives from the International's affiliated unions to

formulate policies and programs that impact on the diverse SIUNA membership.

The SIUNA has grown over the years to a federation that now represents more than 100,000 workers in the U.S., Canada, Puerto Rico and the Virgin Islands. Members include deep sea sailors, inland boatmen, shipyard and harbor

workers, fishermen and a broad cross-section of industrial workers.

As the membership of the International grows, the support it extends to each affiliated union through backing on the picketline and at the bargaining table, through aid in organizing drives and through fighting on the political battlefield, grows with it.

Congress Puts Leash on Russian Rate Slashing

Acting to keep the cargoes of the U.S. merchant fleet from being pirated away by the selective rate-slashing tactics of the Soviet Union, the Senate voted to pass the Ocean Shipping Act of 1978 before the 95th Congress adjourned this month.

At Presstime:

President Carter has signed this important bill into law. The SIU applauds the President's actions to halt the unfair competitive edge the Russian fleet has held over the U.S. merchant marine through selective rate slashing.

Passed earlier this year by the House of Representatives as the Controlled Carrier Bill, with the strong backing of maritime labor and industry, the legislation was sent to President Carter who is expected to sign it.

Both the House and Senate versions of the bill are designed to halt Soviet penetration of the U.S. liner trades which has increased dramatically since American ports were re-opened to the Russians in 1971.

The bill empowers the Federal

Maritime Commission to alter or suspend shipping rates which fall too far below conference rates in a given trade. The bill gives U.S. shipping concerns what Senate Commerce Committee Chairman Howard Cannon (D-Nev.) called "an even break" in bidding for prime cargoes.

Up until now, there has been no law restricting the Russian's selective rate-slashing which has left them free to offer cut-rate prices for cargoes they want, leaving less desirable trade to other operators.

Through anti-competitive rate-cutting, the Soviet fleet has succeeded in winning ever-increasing shares of cargoes traditionally carried on U.S.-flag vessels. Between 1971 and 1976 alone, Russian participation in U.S. liner ocean borne foreign trade jumped from 160,000 tons, representing \$38 million, to 1,434,000 tons valued at \$1.7 billion.

Undercutting U.S. operators' bids for key commodities in the Atlantic and Pacific trade routes by anywhere from 10 to 40 percent, the Russians have been able to capture a larger portion of U.S. cargoes than the American fleet now

moves and they have built their fleet from relative insignificance to one of the largest in the world.

The Soviets have been able to offer cargo transport at such cut-rate levels because their economic system, unlike the American economy, is not based on competition and profit.

U.S. carriers need to make profits to restore and operate their ships. The Russian fleet, supported to an unlimited extent by the Soviet government, does not need to make a profit to survive. The Russians have pursued the U.S. liner trades to pick up political and military influence in the West, not to make money.

By restricting Soviet rate slashing, the Ocean Shipping Act will protect the jobs of American seamen and the U.S. free market economy by putting the American flag fleet on a competitive footing with the Russians.

Failure to pass the bill would have given a green light to the Russian's unfair bidding practices, while the U.S. merchant fleet moved, in the words of Transportation Institute President Herb Brand, "another step in the direction of suicide or self-destruction."



Paul Hall

The PRESIDENT'S Report

SIU Is Respected in Washington

SIU members throughout the country have shown year after year that they are among the most politically active unionists in the entire American labor movement.

Not only do SIU members participate to the fullest in the Union's political action programs through voluntary donations to SPAD. But every year, scores of SIU members volunteer their time to participate in important Congressional campaigns by driving sound cars, handing out literature and more.

Both donating to the Union's political fund and actually going out there and working in a campaign are two crucial aspects of the SIU's overall political program.

First and foremost, our contributions to SPAD are used to support those candidates who have shown that they believe in the necessity of a strong U.S.-flag merchant fleet for America.

Secondly, the time SIU members donate to an actual campaign shows the candidates we support that the SIU is truly concerned not only about them as individuals, but about who will be making laws that have such a big impact on our industry.

Believe me, brothers, the work the SIU does in support of candidates is greatly appreciated by our friends and, at the very least, admired by our political opponents.

But there is another critical aspect of the American political system that is taken far too lightly by millions of otherwise conscientious citizens—and that is voting.

Many people—especially those who live in big cities or heavily populated areas—feel that their one vote will make no difference to the outcome of an election.

This just simply isn't true. Every year there are many borderline elections when as few as 10 to 20 votes make the difference. You never know, those 10 or 20 votes could very well be the difference between a pro-maritime candidate going to Congress or a candidate being elected that couldn't care less whether the U.S. merchant fleet sinks or swims.

Many SIU members, of course, are at sea when Election Day rolls around. In this case, absentee ballots should be submitted. It could make a difference.

Right now, the SIU, and for that matter, the entire U.S. maritime industry is at a tremendously important crossroads.

For so many years, U.S. maritime had been in desperate condition, and year after year the fleet continued to shrink.

However, the political work that we have done over the years has finally begun to turn our industry around. And as a result, it is slowly beginning to move forward.

One of the big reasons the industry is looking up is that the SIU, among other things, has worked hard to insure that American maritime workers become a part of all new developments in the maritime industry.

For instance, along with the AFL-CIO and the AFL-CIO Maritime Trades Department, we were recently successful in assuring that drilling work on the U.S. Outer Continental Shelf would be done by American workers. With this same support, we will be successful in the next Congress in reserving ocean mining jobs for American workers on American-flag mining ships.

The future for us and our industry is wide open. Through our work, we have gained many political allies, while at the same time making some enemies. At the same time, we have gained the respect of Congress to the point where even if a legislator disagrees with us at least he listens to our viewpoint.

But unless we stay in there punching day after day, month after month in every aspect of the American political system it won't be long before we lose that respect and the shrinking process begins all over again.

To do this, of course, SIU members must continue their traditional support of SPAD. SIU officials and the SIU's legislative team in Washington, D.C. must continue the grass roots political work of insuring that Congress knows our position on all issues concerning maritime. And we must all get out there and vote on Election Day for the candidates we believe will help us in office.

By continuing to do these things, we will be in a position to decide our own future instead of someone deciding it for us. In other words, it's up to us to get the job done because no one is about to do it for us.

SIU Wraps Up East Coast Shipdocking Pacts

SIU Boatmen in three ports have ratified new contracts with the major shipdocking companies on the Atlantic Coast.

The new three year agreements are effective Oct. 1, 1978 and cover about 200 Boatmen in Philadelphia and 125 each in Baltimore and Norfolk.

In each port the licensed and unlicensed Boatmen achieved substantial wage gains and reached new highs in pension and welfare coverage.

Negotiated separately by port, the agreements were wrapped up with Curtis Bay Towing, McAllister Brothers, Taylor and Anderson, and Independent Towing in Philadelphia; Curtis Bay Towing and Baker-Whiteley Towing in Baltimore, and Curtis Bay Towing and McAllister Brothers in Norfolk.

Boatmen from all of these companies paved the way for the success of their new contracts by attending a series of Inland Educational Conferences held by the Union during the past year. Different groups from all ports met in three special shipdocking sessions at the Harry Lundeberg School between November, 1977 and January, 1978.

Working with each other and with SIU officials, these Boatmen were able to share ideas at the week long conferences and afterwards bring them back to other rank and file members in their home ports.

This flow of communication laid the groundwork for the negotiating committees in all three ports. It enabled them to build solid contracts, incorporating both individual port needs and overall goals for Union Boatmen.

For example, work rule changes differ in the new contracts to meet different conditions in each port. But the new pension, welfare and vacation benefits are the same in the agreements worked out for each port because they meet common goals.

As a result of the new shipdocking contracts, the monthly pension benefit for eligible Boatmen makes a \$100 jump from \$340 to \$440 a month.

Moreover, Boatmen now can receive pension benefits at age 55 if they have 20 years employment time. This is known as the Early Normal Pension. It is now available along with the two benefits already provided by the Seafarers Pension Plan, namely the:

- Regular Normal Pension—

Employment Time: 15 years

Age: 62

- Disability Pension—
Employment Time: 12 years
Any Age, plus a disability award from the Social Security Administration

The \$100 increase in the monthly payment applies to all three types of pension benefits. But the Early Normal Pension makes even higher benefits possible. These are provided through two additional benefits which were negotiated as a result of the shipdocking contracts. They are the Early Normal Pension Increments and the Special Pension Supplement Programs. Boatmen must fulfill the Early Normal Pension requirements, 20 years employment time at age 55 to be eligible for both of these programs.

Under the Increments Program, a Boatman can now get an additional \$25 on top of his monthly pension benefit for every additional full year (365 days) that he works after he qualifies for an Early Normal Pension. The maximum is seven increments, which adds up to a monthly pension benefit of \$615.

The Special Pension Supplement is another opportunity to receive higher benefits. Once a Boatman qualifies for an Early Normal Pension, he can get

one additional full year of pension benefits (12 times the monthly benefit payment) in a lump sum payment if he works two more full years (730 days) before he retires.

For example, two more years employment would add \$50 (or two \$25 increments) on to the Boatman's monthly pension benefit, bringing it up to \$490. A full year of benefits at this rate would give him a lump sum bonus (or Special Pension Supplement) of \$5,880.

If a Boatman achieved all seven increments (or a \$615 a month pension), then he would receive a lump sum pension supplement of \$7,380 when he retires.

Welfare Benefits

The most important new welfare benefit is a program of Major Medical coverage for dependents of Boatmen. This new program takes over where the basic Plan leaves off. It pays up to 80 percent of any charges remaining after the benefits provided by the basic Plan are paid.

For example, if a member's dependent receives an \$800 surgery bill and the basic Plan pays \$600 of the charges, then, 80 percent of the remaining \$200 (or \$160) will be picked up in

coverage provided by the new Major Medical program.

Boatmen also have additional financial security for their families through a tremendous increase in the death benefit. The maximum coverage of \$5,000 previously provided has jumped to \$20,000 for active Boatmen.

The new Death Benefit and the employment requirements for receiving it are as follows:

- \$5,000—125 days employment in the previous calendar year, and 1 day employment in the 6 month period immediately preceding date of death.
- \$10,000—125 days employment in each of the 3 consecutive previous calendar years, and 1 day in the six month period immediately preceding date of death.
- \$12,500—125 days in each of the 4 consecutive previous calendar years, and one day in the previous six months.
- \$15,000—125 days in each of the 5 consecutive previous calendar years, and 1 day in the previous six months.
- \$17,500—125 days in each of the 6 consecutive previous calendar years, and 1 day in the previous six months.
- \$20,000—125 days employment in each of the 7 consecutive previous calendar years, and 1 day in the six month period immediately preceding date of death.

Boatmen's dependents also have the following expanded welfare benefits:

- **Hospital Extras:** The Plan will pay all reasonable charges made by the hospital in addition to room and board for a maximum of 90 days per confinement. This is an increase from 60 days confinement under the old schedule.

- **Emergency Treatment:** The Plan will now cover emergency treatment received in a doctor's office as well as paying for such treatment received in a hospital.

- **Student Coverage:** The Plan will extend dependent benefits to children of Boatmen who are full-time students up to the age of 25. This is an extension from age 19.

In addition the optical benefit is increased from \$30 to \$40 for eye examinations and eyeglasses for both Boatmen and their dependents.

Vacation Benefits

Vacation Benefits were increased for Boatmen with these shipdocking companies through the SIU industry-wide Inland Vacation Plan. It was set up in addition to the vacation benefits previously in effect in all companies.

Staten Island USPHS Opens Alcohol Unit

The U.S. Public Health Hospital, Staten Island, New York, is now operating a short term (approximately 1 week) Alcohol Crises Treatment Unit.

Working closely with the Seafarers Alcoholic Rehabilitation Center in Valley Lee, Md., the USPHS facility has been established because of the needs of Seafarers and other merchant seamen in the New York State area who require immediate help and detoxification from alcohol.

Upon entering the Unit, each patient undergoes a complete medical examination. The program also offers individual and group counseling as well as Alcoholics Anonymous meetings.

Upon completion of the program, SIU members, if they wish, can be transferred to the Seafarers Alcoholic Rehab Center for completion of rehabilitation.

For information call the USPHS Unit at (212) 447-3010 Ext. 297.



The Union Negotiating Committee from the port of Baltimore included Port Agent George Costango, SIU rep Bob Pomerlane and eight rank-and-file members from Curtis Bay and Baker-Whiteley Towing. The Committee members, from the left, are: SIU rep Pomerlane, Manny Alvarez, Fran Lukowski, David Gates, Port Agent Costango, Preston Bryant, Alexander Borawick, Leon Mach, Sr., Herman Mooney and Dick Moore.

Log Wins Top Honors in Labor Press Contest

For the third time in four years, the *Log* has won top honors in overall journalistic excellence in the International Labor Press Association Journalistic Awards Contest.

The *Log* competes annually in this contest against all other international union papers of less than 100,000 circulation.

In presenting the award, ILPA judges

called the *Log*, "an exciting, comprehensive 40-page newspaper that draws its readers inside with lively front pages featuring ships and shipboard activities. It gives seamen aboard ships a wealth of information about their industry, well-illustrated with photos and graphics. Coverage of maritime affairs in Congress is thorough."

The *Log's* first prize award is for papers published during 1977. Marietta Homayonpour, who has since left the Union, was editor of the *Log* for that entire time period.

Coming in second behind the *Log* was the *Guild Reporter*, published by the American Newspaper Guild, AFL-CIO, headquartered in Washington, D.C.

Legislative News

- McCloskey Accused Pages 12-13
- Ocean Mining Page 5
- Russian Rate Bill Page 2
- SIU in Washington Pages 9-10

Union News

- New USPHS Hospital Pages 20-21
- Register & Vote Back Page
- President's Report Page 2
- Headquarters Notes Page 7
- M/V Buffalo Page 16
- Brotherhood in Action Page 28
- At Sea-Ashore Page 17
- SPAD Checkoff Page 11
- Shipdocking Pacts Page 3

INDEX

- Great Lakes Picture Page 8
- Inland Lines Page 6
- SPAD Honor Roll Pages 38-39
- SIUNA Convention Page 2

General News

- National unemployment Page 23
- Edmund Fitzgerald Hearings Page 27
- Ship's Digests Page 27
- Dispatcher's Reports:
 - Great Lakes Page 27
 - Inland Waters Page 24
 - Deep Sea Page 22

Training and Upgrading

- 'A' seniority upgrading Page 37
- Steward Courses Page 14
- Piney Point Grads Page 36

Membership News

- New Pensioners Page 30
- Final Departures Pages 34-35
- Overseas Chicago Page 13
- AOTOS Awards Pages 28-29

Special Features

- Fighting for \$30 a Month Page 25

Al Bernstein, SIU Welfare Director, Dies At 64

Longtime SIU Welfare Director Al Bernstein, 64, died on Oct. 13 of natural causes at home in Brooklyn, N.Y. after a long illness.

Known in the old days as one of the most fearless waterfront battlers the SIU had in its ranks, Brother Bernstein was also one of the most articulate, persevering people ever to take a book in this Union.

His death marks a big loss to the SIU and its members. But his passing is also a great loss to American seamen everywhere because Al Bernstein was a true battler for what he believed was right.

He didn't care what union a man belonged to. If you were a seaman in trouble, Brother Bernstein would do his best to help out any way he could.

A good example of his humanitarianism to all seamen was his fight to keep the City of New York from shutting down Sailor's Snug Harbor on Staten Island and moving the old seamen residents—many of them infirm—to a new location in North Carolina.

Bernstein fought relentlessly against the move as well as providing the old "Snuggies" with heart and encouragement to keep the fight going.



Al Bernstein shown in his early days with the Union as he participated with hundreds of other SIU members in the famous Wall Street Strike of 1947.

However, when Bernstein's health began failing him several years ago, the "powers that be" finally got the Harbor moved south.

Al Bernstein joined the SIU in the port of New York in the early days of the Union. He sailed as a fireman as well as able seaman.

He particularly liked to recount his voyage in Sept. 1942 aboard the SS *Schoharie* as part of the PQ 18 convoy

to Murmansk, Russia. He even wrote a book about his hair-raising battle experiences on that voyage.

After the War, Bernstein came ashore on the West Coast to work for the SIU. In his spare time on the Coast, he did a little writing for Hollywood.

Bernstein came back to his home port of New York shortly after that. He was a waterfront fixture for the SIU in every major beef the Union had in the '50s up and down the East Coast and in Puerto Rico.

After nearly 20 years of sailing and then working the waterfront, Brother Bernstein became more involved in helping to administer the SIU's Welfare Plan and other social service programs for the Union.

Bernstein was good at his job because he had a keen interest in the needs of his fellow Seafarers. Hundreds of SIU members who knew Brother Bernstein well will agree with this and will recognize that his death marks the passing of a genuinely good person.

Al Bernstein was born in his beloved Brooklyn and lived there most of his life. He was buried in Beth David Cemetery, Elmont, N.Y.



Al Bernstein

He is survived by four sisters: Mrs. Rose Marker, Mrs. Dorothy Rubin, Mrs. Marion Kurland and Mrs. Joyce Rosen, all of Brooklyn.

New 3-Year Pact Signed With G&H Towing

SIU Boatmen with G & H Towing, the largest Union contracted shipdocking operation on the Texas coast, ratified a new three year contract this month.

The new contract and benefit plan agreements cover 260 Boatmen with the Galveston-Houston based company. They bring the top-to-bottom SIU crews at G & H across the board wage increases and first-time achievements in many areas.

The highlights are:

- Substantial wage increases.

- A \$100 increase in the monthly pension benefit.

- The highest vacation benefits ever achieved at G & H through establishment of the SIU industry-wide Inland Vacation Plan.

- The most extensive welfare coverage ever for G & H Boatmen through new and greatly expanded medical and death benefits.

The SIU Inland Vacation Plan was set up in addition to the company vacation benefit previously in effect at G & H.

The addition of the SIU Inland

Vacation Plan significantly increases total vacation pay and provides other important improvements. For example, since the Plan is based on daily employer contributions into a trust fund, it allows Boatmen to accumulate vacation benefits for every day worked. Moreover, they can collect these benefits after every 125 days of employment.

The new welfare benefits now in effect for G & H Boatmen provide the following for their dependents: A brand new Major Medical program, increased hospital extras, extended emergency

treatment coverage and extended student coverage. Both Boatmen and their dependents also have an increased optical benefit.

The new death benefit for active Boatmen has been tremendously increased from a maximum of \$5,000 to \$20,000. The payment rises according to the amount of the member's accumulated employment time at time of death.

The new G & H welfare benefits are the same as those achieved this month as part of the new East Coast shipdocking agreements. And they are the SIU's goal for all upcoming inland contracts.

Aging Great Lakes Merchant Fleet Set For Revitalization

In a move that paves the way for revitalizing the aging Great Lakes merchant fleet, the U.S. Senate voted recently to okay H.R. 11658, known as the Great-Lakes-financing bill.

Passed earlier this month by the House of Representatives, and now awaiting the President's signature, the measure will amend the 1936 Merchant Marine Act's Title XI funding program to provide construction rebates for Great Lakes and inland vessel operators on the same basis as for deep sea operators.

Under Title XI, new ships having a sustained speed of 14 knots were eligible for construction loans and mortgage guarantees of up to 87½ percent of the vessels' financing costs.

Because of that speed specification, which was based on World War II convoy speeds, few Lakers were able to receive the full grants. Narrow channels, rivers and other restricted waterways on the Lakes make it impossible for Lakes ships to travel that fast.

The financing bill reduces the speed specifications for Great Lakes ships from 14 to 10 knots and puts Title XI aid for Lakes ships on a parity with the aid received by the deep sea operators.

Passage of the measure by both Houses of Congress was hailed as a boon to Great Lakes ship construction by Lakes vessel operators, labor, and government officials who pushed for the bill.

At hearings held by the House Merchant Marine and Fisheries Com-

mittee, testimony ran overwhelmingly in favor of the legislation.

Representing MEBA-District 2, Edward Kelly told the committee that approval of the parity funding measure would act as a "spur to construction of Great Lakes bulkers."

A Maritime Administration spokesman, Roy H. Yowell, estimated that extending Title XI insurance could

stimulate as much as \$35 million in new vessel construction.

In addition to boosting the American shipbuilding industry, raising subsidies for Great Lakes vessel operators to 87½ percent of construction costs, will allow the U.S. flag Lakes fleet to compete on a more equal basis with foreign flag ships that increasingly dominate the Lakes trade.

The bulk carriers of both Canada and the USSR currently outnumber American flag ships on the Lakes. As Kelly pointed out, both countries routinely subsidize their Great Lakes fleets. Extending Title XI assistance to Lakers, Kelly said, "will put our maritime support programs on a more equal footing with the aid programs of third-country."

Humphrey-Hawkins Jobs Bill Passes Congress

The Senate made a significant commitment to putting more reality into the "American Dream" earlier this month when it finally passed the Humphrey-Hawkins Full Employment Bill.

Co-sponsored by the late, great Senator from Minnesota, Hubert H. Humphrey, and Rep. Augustus F. Hawkins (D-Cal.), the bill's stated policy is to, "translate into practical reality the right of all Americans who are able, willing, and seeking to work to full opportunity for useful paid employment at fair rates of compensation."

Known more formally as the Full Employment and Balanced Growth Act of 1978, the bill seeks not only to reduce unemployment—setting specific goals for this—but also to put a damper on inflation. The goal is to cut unemployment to 4 percent by 1983 and to 0 percent by 1988. Never before have such goals been set into law.



The late Sen. Hubert Humphrey

The Carter Administration has backed the Humphrey-Hawkins Bill since its inception. President Carter spoke of the bill and its basic principle in his State of the Union address in January, when he said, "job opportunity

—the chance to earn a decent living—is also a basic human right which we cannot and will not ignore."

Though the bill does not mention specific actions for attaining its goal, it does contain several provisions which will serve as a basic guideline. These provisions include those dealing with setting up an effective information system to monitor inflation; with strengthening the enforcement of anti-trust laws; and with cutting government regulations and red tape in the effort to attain the goals of the bill.

The Humphrey-Hawkins Bill embodies much of what America stands for. It now stands, as well, as a tribute to Sen. Hubert Humphrey who once described the bill as, "no miracle cure, but it is an indispensable step toward economic justice."

Those words come from a speech that Sen. Humphrey was never to deliver. But the bill that he worked so hard for, and inspired, has now been delivered.

Ocean Mining Bill To be Voted Next Year

Caught up in the last minute flood of bills being debated by the Senate before Congress adjourned earlier this month, the SIU-backed Deep Seabed Mineral Resources Act never made it to the Senate floor for a vote.

The bill contained three key amendments guaranteeing that exploitation of deep seabed minerals would pay-off for American workers in both building and crewing the vessels required for the trade.

Owing to a long and bitter battle over the Administration's energy bill, which included a 14-hour filibuster of the legislation led by Sen. James Abourezk of South Dakota, there was no time to vote the ocean mining bill before

Senators fled Capitol Hill.

But the bill, which had overwhelmingly passed in the House of Representatives earlier this year, did clear three Senate Committees with the important U.S. job rights amendments intact.

The House vote, coupled with approval of the bill by the Senate Energy, Commerce and Foreign Relations Committees, is expected to ease passage of the deep seabed mining legislation when Congress re-convenes next year.

It will be at the top of the SIU's legislative priority list because the bill's amendments both create and produce thousands of jobs for American shipbuilding and maritime workers in the brand new ocean mining industry.

The Union worked hard throughout

the 95th session of Congress to get the bill's job security amendments approved. These amendments:

- Require mining and processing vessels used in the deep seabed mining industry be registered in the U.S. and crewed by U.S. seamen.

- Require a minimum of one ore carrier used to transport minerals from each mining site be American-owned and manned.

- Make U.S. registered ore carriers eligible for construction and operating subsidies.

Rep. John Murphy (D-N.Y.), who sponsored two of the amendments, pointed out during the House debate that the riders to the ocean mining bill were necessary to protect the interests of

the American people in the infant ocean mining industry.

Passage of the amendments, Murphy said, "will prevent American ocean mining companies from operating their entire bulk fleet under flags-of-convenience at the expense of American labor, tax laws, and environmental and safety standards."

When the ocean mining bill is enacted by Congress it will give U.S. mining companies the go-ahead to begin retrieving the valuable nodules containing manganese, copper, cobalt and nickel from the deep seabed.

The amendments to the bill will make sure that some of the jobs created by American technology go to American workers.

Allied Cmdr. Says U.S. Fleet Is at Half Strength

According to the Merchant Marine Act of 1936, it is United States policy that our merchant marine be, among other things, "capable of serving as a naval and military auxiliary in time of war or national emergency."

But does the richest nation on Earth have a merchant marine that lives up to this stated policy of 1936?

The House Committee on Merchant Marine and Fisheries, chaired by Rep. John M. Murphy (D-N.Y.), recently put this question to Admiral Isaac C. Kidd, Commander in Chief, Atlantic Fleet, and Supreme Allied Commander, Atlantic.

Admiral Kidd's response, as expected, was in the negative. In fact, the picture painted by Kidd's testimony—especially his comparisons between the U.S. and the Soviet merchant and naval fleets—is bleak and foreboding.

The late Russian Premier Khrushchev once said, "We will beat you at your own

business . . . we will carry your goods." According to Admiral Kidd, "The Russian fleet is doing that. They are rapidly gaining a position of dominance on many of the critical world trade routes."

In a wartime situation, the number of ships available for hauling vital logistical supplies, and the capacity to protect these ships in the sealanes, can make the difference between victory and disaster. Most historians feel that the land battles of the Second World War were secondary to the battles on the high seas. Without the goods of war the ships deliver, battles can't be waged on the land, let alone won.

Losses Would Be High

Admiral Kidd's testimony underscored the fact that the U.S. falls short in both the capacity to haul the goods, and to protect the ships from destruction. According to Kidd, the U.S. maintains

but one-half the naval force it would need to adequately protect its merchant fleet in another global war.

He went on to point out that the powerful Russian navy is designed for interdiction and attack. In the event of war between NATO and Soviet forces, losses—at least initially—would probably be very high. An adequate reservoir of ships and men, neither of which we now have, would be required to continue waging a war after such initially high losses.

The Vietnam War showed us that over 90 percent of the goods of war are still hauled in ships. Admiral Kidd emphasized this fact in his testimony before the Committee: "There is no new magic, no easy way to get things from one place to another. We have not mastered levitation. Air lift can't handle more than 10 percent of the job. The Navy and the merchant fleet must do the job." In all probability this will also be the case in the next war as well.

The Vietnam War also showed us that we must maintain a large—and a modern—merchant fleet, as other

countries do. Many of the ships used for the Vietnam Sealift were old and decrepit, and there was a shortage of ships and men for several months.

We can only speculate on what it would have been like if we had become involved in another "conflict" at the same time. We don't even have the reserve fleet of rustbuckets to fall back on that we had in the late 1960's. So, if another global war is to come, what do we fall back on *then*?

We can't complacently sit back and assume that we will be spared from another war—that's the attitude of an ostrich, not of a world leader. We must be prepared, in any case. A strong merchant marine and navy, working hand in hand, is a basic requirement for preparedness.

In the next war—if it is to come—there won't necessarily be the grace period to build up the fleet that we've had in previous wars. As Admiral Kidd put it to the Merchant Marine and Fisheries Committee, "It would take time, and we don't have time."

It's Your Move . . .



MAKE IT IN THE RIGHT DIRECTION—

Make your move toward good pay, excellent working conditions, a secure future. Enroll now in the LNG Course at HLS. Next class starts **December 11**. See your SIU Representative or contact the Harry Lundeberg School, Vocational Education Department, Piney Point, Maryland 20674.

Adventurer Joins SIU Fleet



The Sea-Land Adventurer, the last of four newly converted Sea-Land containerships, took on her SIU crew recently in the Far East. The Adventurer, fitted with new bow and stern sections joined to refurbished T-3 mid sections, will run between Asia and the Middle East. Also converted from steam to diesel engines, the Adventurer is 662 feet long and can carry 595 containers.



Mississippi River System

It won't be long before ice starts to clog the Upper Mississippi, but barge traffic may not have to give way to the inevitable seasonal slowdown in years to come. This winter the U.S. Army Corps of Engineers will study the possibility of extending year round navigation to the upper river.

The area under consideration is between Grafton, Ill., just above St. Louis, and Cassville, Wis., which is just above the Illinois-Wisconsin border. The Corps will conduct a demonstration program to determine cargo flow in this rich agricultural region and to test the feasibility of providing icebreaker service. Grain, currently the largest product moved in the area, is expected to increase along with coal in future years.

In the meantime, total cargo moved in the area has been steadily rising. In the Rock Island, Ill. District alone, which includes almost half of the 27 locks and dams on the upper river, over 17 million tons moved between January and August, 1978. This was over a million tons more than the total figure for that period last year.

Overall, waterborne commerce on the Mississippi is up, according to the Corps of Engineers. For the second year in a row, it has grown by more than 40 million tons. The 40.5 million ton growth for 1977 is second only to the 45 million ton increase in 1976. The 1977 total of 396,771,216 tons moved between Minneapolis and the Gulf of Mexico is an 11.4 percent growth over 1976 activities.

New Orleans

This port alone handled nearly 163 million tons of the 1977 total moved on the entire river. The figure represents a seven million ton increase for New Orleans, which was the largest growth achieved by any river port last year.

Mobile

SIU Boatmen with the Ideal Cement Co. in this port have ratified a new three year contract. The agreement includes the new benefits of Major Medical coverage and the SIU industry-wide Vacation Plan. Negotiations will begin soon for Mobile Towing, a shipdocking operation.

Norfolk

NBC Lines, which tows container barges from Norfolk to Baltimore, recently added two more tugs to its SIU-contracted fleet in this port. The *Olive H* and the *Dorothy H* added 14 jobs for SIU Boatmen.

Jacksonville

The second triple-deck barge operated by Crowley Maritime Corp. arrived here via the Panama Canal from the West Coast on Oct. 12. The two new barges, the largest ever built, can carry 374 trailers each and have greatly expanded Crowley's Caribbean service.

Great Lakes

Work starts to grind down on the Lakes at this time of the year. But SIU tugboatmen and dredgemen had time to finish up two projects and begin another before the end of the season which comes by Christmas.

Lakes Boatmen with Great Lakes Dredge and Dock recently completed a channel dredging job in the Saginaw Bay entrance to Bay City, Mich. They were able to pump the dredged material into the new disposal dike just built by their brothers with SIU-contracted Construction Aggregates.

Work also started this month on Great Lakes Dredge and Dock's new fall and spring contract for dredging the Cleveland harbor and the Cuyahoga River leading into it. The job provides two and one-half months work now for about 35 Boatmen and three months again next year.

All Ports

The inland industry is growing, not only for boatmen, but also for thousands of workers in related industries which depend on direct access to water transportation.

During the first quarter of 1978, 96 industries located new facilities or expanded substantially along the nation's waterways. These developments created 7,375 permanent job opportunities, according to the American Waterways Operators, Inc.

**Deposit in the SIU Blood Bank—
It's Your Life**

Retroactive Wages Due Lakes Seamen

Any Great Lakes Seafarer who has sailed with the following companies during the period August, 1977 to June, 1978, and has not received retroactive wages should write to the company he worked for at these addresses:

American Steamship Co.
3250 Marine Midland Center
Buffalo, N.Y. 14203

Cement Transit Co.
P.O. Box 5668
Cleveland, Ohio 44101

Erie Sand Steamship Co. & Erie
Navigation Co.
P.O. Box 153
Erie, Pa. 16512

Huron Cement Co.
Ford Avenue
Alpena, Mich. 49707

Kinsman Lines
1508 Rockefeller Building
Cleveland, Ohio 44113

Litton Great Lakes Corp.
P.O. Box 6241
Erie, Pa. 16512

Pringle Transit Co.
P.O. Box 6508
Cleveland, Ohio 44101



DON'T UPGRADE AT HLS.

IT WON'T MAKE ANY DIFFERENCE.



UNTIL YOU OPEN YOUR WALLET.

THESE COURSES STARTING SOON:

LNG December 11

FOWT November 23

Able Seaman November 13

Chief Steward December 11

Chief Cook December 11, 22

Cook and Baker December 11, 22

Assistant Cook Upon Request

To enroll, see your SIU Representative or contact:

Vocational Education Department
Harry Lundeborg School
Piney Point, Maryland 20674

Phone: (301) 994-0010

Sea-Land to Build 12 New Containerships

SIU-contracted Sea-Land Service Inc. has announced a high-powered shipbuilding program which will bring 12 brand new containerships into the company's fleet by the end of 1980.

Sea-Land, already the biggest non-subsidized containership company in the world, has set aside \$580 million for this project.

Included in this price tag are funds to be used for improvements in the company's port facilities to further enhance cargo movements.

All 12 new ships will be powered by diesel engines. This is an economy move by the company in view of the rising costs of bunker fuel.

The new ships will be slightly smaller than the company's seven SL-7 containerships.

Classified as D-9 vessels, the 12 ships will be 745 feet long and each will have the capacity to carry 838 40-foot containers. The SL-7s are 946 feet long and can carry 1,096 containers.

The first vessel is expected to be delivered by early 1980. And all 12 will probably have taken on their SIU crews by the end of that year.

SIU Executive Vice President Frank Drozak said that the 12 new ships "represent an important addition to the SIU-contracted fleet." But he noted, "since these ships are diesel powered, some of the engine room jobs will require special training in diesel engines."

The Harry Lundeberg School in Piney Point offers diesel engine courses at intervals throughout the year. Drozak encouraged Seafarers with QMED endorsements to "seriously look into and plan to take this important course." (For more info see Vice President Drozak's report on this page.)

World-Wide Service

A spokesman for Sea-Land said that the new additions to the fleet would enable the company "to provide weekly round the world service to its customers." Sea-Land, said the spokesman, already services 138 ports in 52 countries.

The company has arranged for the vessels to be built at three separate yards—two in Japan and one in South

Korea. The ships will have the capability of a service speed of 22 knots.

As the new ships come into service, Sea-Land will no doubt scrap or sell some of its older vessels, which the company says "are uneconomical to operate because of their age, speed and relatively low container capacity."

However, overall the 12 new high technology ships will provide members

with new and expanded job opportunities.

These new ships once again point out the trend in the U.S. merchant marine to bigger, faster, highly automated vessels. And it points out once again the continuing need for SIU members to expand their seafaring skills to insure that they are qualified to take these new jobs.



Headquarters

Notes

by SIU Executive Vice President
Frank Drozak

Diesel Engines—Wave of the Future

New technology means new ships and new ships mean new jobs. That's a simple formula, but it's not complete.

The missing link that makes the connection between new technology and new jobs is training.

The *Log* carries a striking example of this fact in this month's announcement that Sea-Land will build 12 new containerships over the next two years.

A construction program of this size represents an important addition to the SIU-contracted fleet. But it also indicates another example of advancing technology in the maritime industry. Unlike the bulk of the U.S. merchant fleet today, which is made up of steamships, all 12 new vessels will have diesel engines.

Diesel powered ships don't represent new technology in the dramatic way that LNG carriers have spearheaded maritime advancement. But, like the LNG vessels, they are establishing a new trend on the seas which demands upgraded skills of American seamen.

Seafarers have already felt the beginning of this trend and have become part of it. Just this year, Sea-Land converted four of its present fleet from steam to diesel engines, and they are now running with SIU crews.

But even at this early stage, the trend is not limited to one company. Other SIU-contracted companies, such as Ogden Marine, which has two diesel powered ships on order, are also making the change from steam.

The reason is changing times. The high price of bunker fuel has made steamships very costly to operate and diesel fuel can now do the job required at less cost.

But if Seafarers are going to have a major part of this job, we're going to have to prepare for it through diesel training.

While rated engine room men may be familiar with the basic principles of diesel engines, they have had little chance to use them in actual work experience. The Diesel Engine course offered at the Harry Lundeberg School will give you the chance to turn a passing knowledge into real work skills.

The four week course includes both classroom and practical training in all types of diesel operations. It is open to QMED's and will be offered at regular intervals through the coming year at the School. Watch upcoming issues of the *Log* for class schedules.

The first of the new Sea-Land containerships is expected to be delivered by early 1980—only a little more than one year from now. All 12 will probably be ready for SIU crews by the end of 1980. Now is the time to plan on fitting one of these courses into your own schedule next year.

As we have learned in the past through different stages of changing technology, it's never too early to get the jump on maritime opportunities through training and upgrading.

The advent of huge tankers and containerships proved this years ago when the bulk of the industry was still freighters. And the rapid development of LNG carriers is proving it true right now.

Twelve new diesel ships are only the beginning of a change which will determine your job future in the engine room. Make it a secure one by signing up for a Diesel Engine course as soon as possible.

Boatman Finds SIU Welfare Plan 'Pays More Than Any Other'

The cost of everything is continually going up. No one has to be reminded of that. But at the same time, the cost of health care in this country has skyrocketed faster by far than that of any other essential service or product.

It's a real problem. And simply for peace of mind, a working man wants and needs the assurance of a strong health and welfare plan to take on the burden of these costs.

Seamen, of course, are covered for their health needs through the USPHS system. But a seaman's dependents are not. That's where the Seafarers Welfare Plan takes over for our members' dependents.

Health and welfare has always been a prime concern of the SIU during contract negotiations. The Union is proud of the comprehensive benefits that have been secured for our members and their dependents.

An SIU member who feels the same

way is Boatman Charles T. Kellum of Norfolk who works for C. G. Willis Barge Lines.

Last May, Brother Kellum's wife, Jane, was hospitalized for 13 days for surgery. For the room, surgery, anesthesia and radiology, the hospital bill came to \$5,264.64.

The Seafarers Welfare Plan picked up nearly 95 percent of the cost.

After the Plan sent out the checks paying the bills, Brother Kellum wrote the Plan's office saying, "I do not know of any health plan that would have paid as much of our bill as the Seafarers Welfare Plan did." He also thanked the Plan in his letter for the "prompt handling" of his wife's medical claims.

There's nothing anyone can do about rising costs. But as Brother Kellum puts it, "it's good to know we have the best Plan in the industry to depend on when we need it."

W. German Unionists Tour HLS



Wolfgang Baars (center) secretary-treasurer of the German Public Service & Transport Workers Union, extends thanks to Piney Point Agent Pat Pillsworth for showing him and fellow West German unionist, Peter Kopp (left) around the Lundeberg School. Baars said that West German seamen face the same problems as American seamen in protecting their job security against the growing threat of flag-of-convenience fleets.

Register and Vote



The Lakes Picture

ALGONAC

The *Roger M. Kyes* (American Steamship Co.) had to be towed to the Great Lakes Steel dock last month when her power failed while she was crossing Lake St. Clair.

FRANKFORT

The SIU-contracted car ferry *Viking* (Michigan Interstate Railway Co.) is set to go into the shipyard for her five-year check-up. The *Viking* will receive a thorough, top-to-bottom going over which is expected to take anywhere from two to six weeks to complete.

CHICAGO

A retired SIU member is one proud papa these days—or one proud grandfather. David Laskey, who shipped FOWT on the Lakes until he retired his book in 1965, was in attendance on Chicago's East Side when his granddaughter, Nora Eagan, won the 18th annual Miss East Side contest on Labor Day.

* * *

Chicago's rail-to-water coal transfer facility, which was shut down for the duration of the national railway strike, resumed operations during the first week in October, when the strike ended. Great Lakes coal carriers were idled as seamen honored the railroad workers work stoppage. Among the ships affected were the SIU-contracted American Steamship Co. fleet of bulk carriers. Now that the strike is over, those vessels are moving again. The company's *Detroit Edison* called at the transfer facility on Oct. 5 to load coal for a trip to Wisconsin Power Co. in Green Bay.

* * *

The 21st annual seminar of the Marine Section, National Safety Council was held in Chicago this month. The Marine Section is one of 28 member groups of the National Safety Council and is concerned with reducing maritime accidents and improving shipboard safety. Conferees discussed a broad range of safety programs undertaken by deep sea and waterfront operators, as well as the marine health and safety programs of government.

BUFFALO

The Maritime Administration has okayed construction loans and mortgage insurance for the Lawrence Steamship Co., a subsidiary of the SIU-contracted American Steamship Co. The Title XI aid will be used to help finance the company's new, 23,980 dwt self-unloader which will ply the Great Lakes.

ALPENA

The cement carrier *L. G. Harriman* (Huron Cement Co.), which fit out this year for the first time since 1976, has been temporarily laid up. The vessel laid up Oct. 4 because of lack of cargo resulting from unusually heavy rainfalls during the last few months. She's expected to be running again by Oct. 16.

CLEVELAND

It looks like construction of the new iron ore dock in Cleveland may soon get underway. The project has been stalled because of political disputes between Cleveland's mayor, Dennis Kucinich (who opposed the dock) and the city council.

Earlier this year Kucinich vetoed legislation which okayed the lease of city-owned dockside property to the Cleveland-Cuyahoga County Port Authority for the construction project.

Last month, a compromise was reached which included new terms for lease of the property on which the dock will be built. The agreement says the Cleveland-Cuyahoga County Port Authority will pay the city 20 years rent in advance, amounting to \$2.5 million. In addition, the city will receive a penny per ton of ore unloaded at the dock, which will bring Cleveland an estimated \$60,000 annually in revenues.

ST. LAWRENCE SEAWAY

As the winter months approach, discussion on the feasibility of extending the shipping season on the Lakes and the St. Lawrence Seaway grow more frequent.

A recent study by the U.S. Army Corps of Engineers reported it would cost \$6 billion to extend the shipping season. The Corps recommended the extension, which could be accomplished by building a fleet of icebreakers and installing other adaptive equipment, because they said a season extension could result in a \$3.50 return for every \$1.00 invested. Costs of the project could be shared, the Corps said, by government and business firms in the area.

An alternative to a season extension is a plan to enlarge Seaway locks and build a new Welland Canal to accommodate larger vessels.

Rear Admiral R. W. Timbrell, president of the Dominion Marine Assoc., told a group of Canadian shippers that either extension of the season or enlargement of the system was necessary to handle increasing traffic on the waterways.

"Studies of cargo growth," Timbrell said, "indicate that the maximum traffic capacity of the system under present conditions will be reached by about 1990, when serious traffic congestion will occur."

* * *

Another project being tested by the St. Lawrence Seaway Authority is the feasibility of using shunters on the Welland Canal. Shunters are self-propelled platforms which attach to the bow and stern of ships transmitting locks. Seaway officials believe the use of shunters can cut the amount of time it takes for ships to move through the eight locks on the Welland Canal and could increase the Canal's cargo capacity by as much as 20 million tons a year.

The Authority is currently having two test shunters built. They are basically steel boxes measuring 52 feet by 18 feet, and are powered by 3600 hp diesels. The diesels drive two fixed pitched propeller thrusters which rotate 360 degrees and can be used for both propulsion and steering.

Shunter tests have been set for this and for next year, and will be run while the Canal is in operation.

Bradford Island Committee



At a payoff of the *ST Bradford Island* on Sept. 28 at the Chevron Oil Dock, Perth Amboy, N.J., here's the Ship's Committee and a crewmember of (seated l. to r.) FOWT H. F. Reed, engine delegate; Chief Cook Marvin Howell, steward delegate and Chief Steward John Marshall, secretary-reporter. Standing (l. to r.) are Recertified Bosun William Baker, ship's chairman; Dayman G. Hernandez, deck delegate and Crewsman George Khan.

George Walton Committee



On Sept. 27, the Ship's Committee here of the *SS George Walton* (Waterman) gathered for a payoff at Pier 7, Brooklyn, N.Y. They are (l. to r.) Engine Delegate Joe Barry; Educational Director E. F. Armstrong; Recertified Bosun William Robinson, ship's chairman, and Deck Delegate J. Rodriguez.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

OCTOBER 1978

Legislative, Administrative and Regulatory Happenings

Congress Passes 'User Tax' On Inland Waterways; New Hope for Locks & Dam 26

In a reversal of almost 200 years of Federal policy to keep the inland waterways free from taxation, the House and Senate this month passed a bill which will levy user

Congress Passes Great Lakes Vessel Financing

Both the House and the Senate earlier this month passed the Great Lakes Vessel Financing bill, and the measure is now being sent to President Carter for his approval. It is expected that the President will sign the bill.

The measure will amend the 1936 Merchant Marine Act to allow Great Lakes vessels to come under the full mortgage guarantee provisions of the law. Up to this time, these ships were denied full participation in the program which provides for guarantees of up to 87½ percent on mortgages for new ship construction and conversions.

Congress Restores \$20 Million to PHS System Budget

With strong support from House Merchant Marine Committee Chairman John Murphy (D-NY), Congress has put back \$20 million which had been cut from the budget of the Public Health Service Hospital System.

The House had originally accepted a \$24 million cut in the budget which had been recommended by the Carter Administration. The Senate, however, didn't go along, and it restored the full \$24 million that was cut.

As the House and Senate went into conference to iron out differences in their versions of the huge budgets for the Departments of Labor & Health, Education and Welfare, Congressman Murphy wrote each member of the Conference Committee urging them to support increased funding for the PHS hospitals. In his letter, Congressman Murphy said; "It is time once and for all for this Government to commit itself to maintain Public Service hospitals at a decent, viable level."

In a reference to earlier battles he has waged with the help of the SIU to keep the Public Health Service hospitals open, Congressman Murphy said that "this is only the latest—and probably not the last—fight we are going to have with the Administration's budget office over hospital funding."

The House Chairman had some good things to say about these hospitals. He said: "They are remarkably cost-effective and the quality of care they provide is high."

Murphy cited some statistics to prove this point. "The cost of quality care for one day at any of the eight existing PHS hospitals is \$160," he said. "The same care in private hospitals in cities which are also served by PHS hospitals ranges from \$221 in San Francisco to \$416 in Boston."

The Congressman said that these hospitals must continue to remain open to serve American seamen and other members of the community, and they must get the fiscal support they deserve. "I will continue to fight for just that," Murphy stated.

charges on much of the inland system. The House vote of 287-123 came in the closing hours of the 95th Congress. The Senate had passed the measure by a vote two days earlier.

The bill is a compromise, and is considerably watered down from the bill proposed by Senator Pete Domenici (R-N.M.) some 21 months ago.

As passed, the bill will impose a fuel tax of four cents a gallon in 1980, six cents in 1981, eight cents in 1982 and 10 cents in 1985. The compromise bill dropped a provision in earlier versions of the bill which would have brought automatic fuel tax increases

whenever the government increased spending on maintaining the waterways system.

The bill also authorizes replacement of Locks & Dam 26 at Alton, Ill. Earlier this year, President Carter said he would veto any bill authorizing rebuilding Locks & Dam 26 if it did not include a waterways user charge. This forced the waterways industry—against the firm opposition of the SIU—to support the legislation "as the only way to get the Locks and Dam replaced."

The compromise was pushed by Senator Russell Long (D-La.). The Administration has already indicated that it will go along with the compromise.

SIU Urges Carter To Sign Bill To Curb Rebating

The SIU has called on President Carter to sign into law a bill which would prohibit rebating in the United States foreign trade, and would give the Federal Maritime Commission the power to effectively enforce the anti-rebating provisions of the bill.

In a letter to President Carter, SIU President Paul Hall said that this legislation which was passed by Congress earlier this month "is necessary to preserve the viability of the U.S.-flag liner fleet, and the jobs of American seafarers employed on these ships."

Hall said that this legislation will bring foreign carriers under the same anti-rebating laws that U.S. shippers are regulated by. He said this law will contribute to the effort to strengthen the United States-flag merchant marine by treating American and foreign carriers equally with respect to rebating.

"By preventing any further unfair erosion of American liner shipping," Hall said, "American jobs will be preserved, the U.S. balance of payments will be improved, and our national economy will be strengthened."

SIU Upgraders Get Two-Day Briefing On SIU's Washington Political Scene



Seven "A" Seniority upgraders from the East, Gulf and West Coasts spent two days in Washington this month for an in-depth briefing on the SIU's legislative and political activities. During their visit, the SIU upgraders met with the Union's political action team at the AFL-CIO Maritime Trades Department.

They also met with officials and staff members of the Transportation Institute, the Washington-based maritime management organization which

is recognized as the most effective maritime research and educational organization in the nation.

Attending the educational meetings in Washington were Richard Gauthier and Josefino Casugay, both from San Francisco, Mark Freeman, Mobile; Glen Hutton, Baltimore; John Williamson, New York, and Robert Johnston and Joseph Hancock, both from Seattle. They were accompanied by Piney Point Port Agent Pat Pillsworth.



SS United States Sold for \$5 Million

The *S.S. United States* has been sold for \$5 million to United States Cruises, Inc. of Seattle, Wash. The fastest ocean liner ever to cross the Atlantic was built in 1952 by Newport News Shipbuilding and Dry Dock Company. It had a service speed of 32 knots. But it has been the property of the Federal government for more than five years and has been in layup since the completion of its final transatlantic voyage on November 7, 1969.

United States Cruises proposes to refurbish the 26-year old, 38,000-gross ton passenger vessel and provide warm weather cruise service between Los Angeles/San Francisco and Hawaii, and among the Hawaiian Islands, with a capacity of 1,000 passengers.

The *United States*, a vessel in the National Defense Reserve Fleet maintained by MarAd, is berthed at the International Terminal in Norfolk, Va.

MarAd Chief Robert Blackwell said, "The sale of the *United States* is a highly significant development for the American

merchant marine for a number of reasons. It returns a large sum of Federal money, which had been tied up in the *United States* for a number of years, to the U.S. Treasury. And, under the plans announced by the new owner, it puts back into operation a great ship, creates some 1,000 seafaring jobs, returns the U.S.-flag fleet to full passenger liner service, and specifically restores that service between the U.S. West Coast and Hawaii."

The only scheduled passenger service offered today by U.S.-flag vessels is aboard four combination freighter-passenger liners of SIU-contracted Delta Steamship Lines, Inc.—the *Santa Magdalena*, *Santa Maria*, *Santa Mariana*, and *Santa Mercedes*. These ships, formerly operated by Prudential Lines, Inc., sail regularly from the United States' West Coast, transit the Panama Canal, and circumnavigate South America, calling on ports on both the Atlantic and Pacific sides of that continent. Each can carry 110 passengers.

Sea-Land Orders 12 New Ships

Sea-Land Service Inc. has ordered 12 full-size containerships from yards in Japan and South Korea. The cost is estimated at more than \$300 million.

The vessels will be fully cellular containerships with a carrying capacity of 838 40-foot boxes.

All of the new ships will be equipped with 30,150 hp diesel engines. The ships will be capable of service speeds of 22 knots.

Rep. Metcalfe Dies of Heart Attack

Rep. Ralph H. Metcalfe (D-Ill.), a member of the House Merchant Marine and Fisheries Committee, died of an apparent heart attack at his Chicago home on October 10. He was 68.

A member of Congress since 1970, Rep. Metcalfe was Chairman of the Panama Canal Subcommittee. He was also a member of the Interstate and Foreign Commerce Committee, and Post Office and Civil Service Committee.

He is survived by his wife Madalynne Fay, and a son, Ralph Jr.

T.I. Scholarship Upgraders Get Political Action Tour



Twenty SIU Boatmen who are participating in the Transportation Institute Scholarship Program at the Harry Lundeberg School in Piney Point, Md., came to Washington this month for a two-day briefing on the SIU's legislative and political action programs. They attended meetings at both the Transportation Institute and the AFL-CIO Maritime Trades Department, and later toured the U.S. Capitol where they watched Congress in action.

Attending the Washington educational visit

were: Gerald Mason, James Widgeon, Lee Herbert, Paul Dardano, Gerald Knapp, Michael Foil, David Carter, Salvatore Viviano, Edward Strauss, Calvin Rudel and Hobart Mason.

Also, Michael Caliendo, Laurence Jordan, Daniel Liddio, Jesse Green, Mark Campbell, James Gorman, Craig Adams, James Ghiffell and John Finch. Accompanying the scholarship group was Capt. Irwin Gros from the Lundeberg School.

DOT Hopes To Cut Down Transport Accidents

Secretary of Transportation Brock Adams last week directed his department to develop a plan for a nationwide, toll-free telephone response center to deal with hazardous materials transportation accidents and to design a training program for volunteer firefighters to enable them to handle those emergencies more effectively.

Sec. Adams also approved other recommendations made in a report by a task force he appointed last April to evaluate the department's hazardous materials program. The changes that Adams approved are designed to improve the safety of transporting hazardous materials and better prepare for possible future accidents.

Under the proposed plan, the Coast Guard's existing National Response Center, which handles spills of oil and hazardous substances on the seas and waterways, would be expanded into a 24-hour-a-day communications center within DOT to notify state, local and industry officials of hazardous materials accidents and quickly provide assistance for reducing the accident's effect.

SPAD is the SIU's political fund and our political arm in Washington, D.C. The SIU asks for and accepts voluntary contributions only. The Union uses the money donated to SPAD to support the election campaigns of legislators who have shown a pro-maritime or pro-labor record.

SPAD enables the SIU to work effectively on the vital maritime issues in the Congress. These are issues that have a direct impact on the jobs and job security of all SIU members, deep-sea, inland, and Lakes.

The SIU urges its members to continue their fine record of support for SPAD. A member can contribute to the SPAD fund as he or she sees fit, or make no contribution at all without fear of reprisal.

A copy of the SPAD report is filed with the Federal Election Commission. It is available for purchase from the FEC in Washington, D.C.

SUPPORT SPAD

30 Cents a Day=Job Security

Thirty cents today won't get you far on your own.

You can't buy a subway token for 30 cents. You can't take a bus or a cab or drive your car through a toll-booth unless you have the right fare—and no matter where you are today, that fare is more than 30 cents.

But 30 cents a day from SIU members can help move the Union in the direction we want to travel; towards increased job security and a more active role in political decision making.

Through a new voluntary program, Seafarers can now donate 30 cents daily to SPAD (Seafarers Political Activities Donation.) The donation will automatically be deducted from the Vacation benefit.

By signing a form like the one printed below, 30 cents a day can be channeled into the Union's separate political fund where it will be used for political activity on behalf of the whole membership.

The 30 cent deduction, like any money donated to SPAD, is a voluntary contribution. And if every member chooses to support this program, the 30 cents a day can as much as double our ability to make the collective voice of the SIU heard in Washington.

The elections coming up in November make now an especially important time for the Union to let candidates know our position on major issues. We can work for those candidates who support maritime issues. And campaign against those who don't.

But our activity can't stop when the elections are over. Congressional legislation that impacts on maritime and on labor as a whole is debated throughout the year. And if the Union doesn't keep on letting elected representatives know what's important to the SIU, nobody else is going to tell them.

We want a bill, now in Committee, which would regulate the rate-slashing practices of the Soviet fleet, passed. So we let Congress know.

We want to make sure the jobs of American workers in the new ocean mining industry are protected. So, again, we let Congress know.

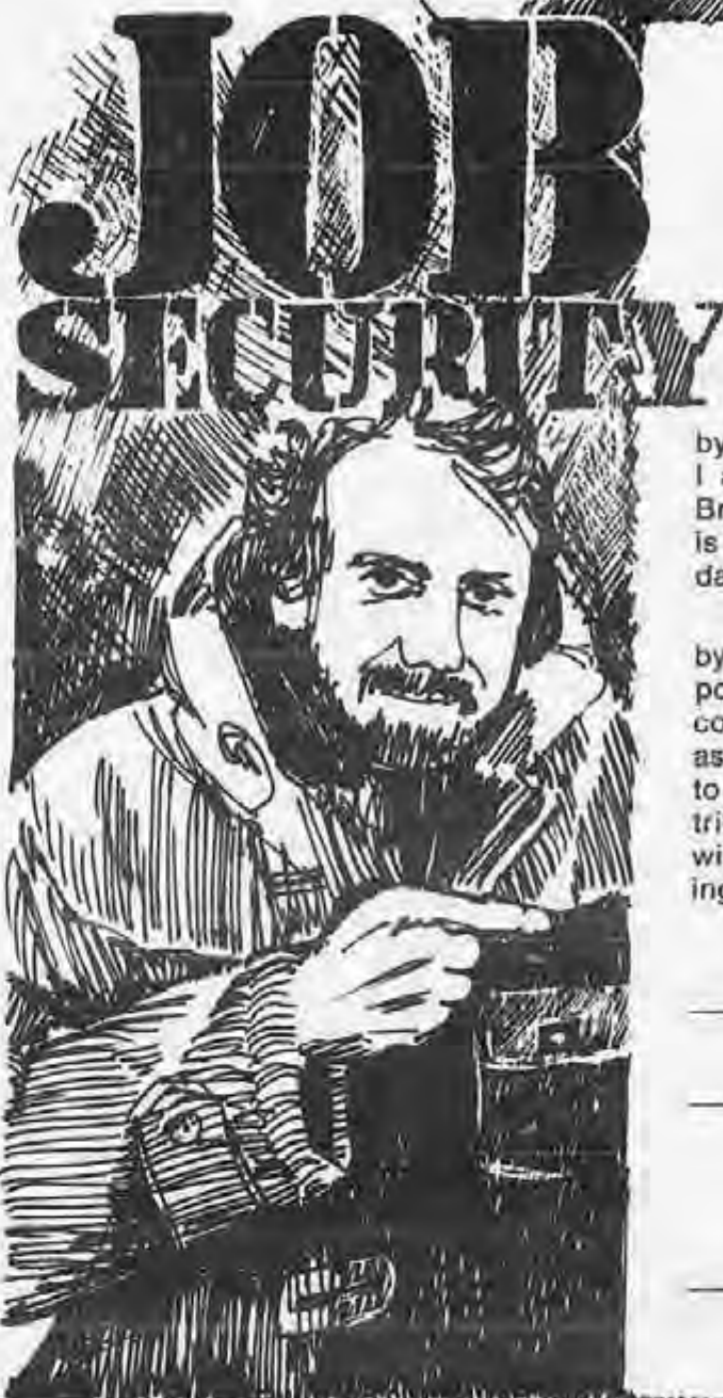
The Union's ability to keep on fighting for legislation and programs that will create new jobs in the maritime industry and protect those we already have depends directly on the support of the membership.

When you think about it, your 30 cents a day can mean the difference between sending a pro- or anti-maritime representative to Washington.

It can also mean the difference between a secure future for Seafarers and no future at all.

Letting our voices be heard in the battles fought in Congress that affect working people in the U.S. has been a priority of the SIU for many years. With the membership's continued support of SPAD and participation in the 30 cents a day deduction program, we'll be effective in those battles.

That's a pretty big payoff for a very small investment.



ASSIGNMENT FOR SEAFARERS POLITICAL ACTIVITY DONATION (SPAD)

TO: _____ DATE _____

Seafarers Vacation Plan
275 20th Street
Brooklyn, N.Y. 11215

Effective from this date, I hereby assign, direct and authorize you to deduct from payments required to be made by you to me for vacation benefits and at the time of such payments, a sum equal to thirty cents per day for which I am entitled to vacation benefit payments and to pay and transfer such amounts to SPAD, 675 Fourth Avenue, Brooklyn, N.Y. 11232. This authorization shall remain in full force and effect unless written notice by certified mail is given by me to you of revocation of this authorization, in which event the revocation shall be effective as of the date you receive it and applicable only to vacation benefits both earned and payable to me thereafter.

I acknowledge advice and understand that SPAD is a separate segregated fund established and administered by my union to engage in political activities and to make contributions and expenditures for candidates seeking political office and solicits and accepts only voluntary contributions and I have the right to refuse to make any contributions, including this authorization without fear of reprisal. I may contribute directly to SPAD such amount as I may voluntarily determine in lieu of signing this authorization and that the specified amount herein provided is to minimize administrative responsibilities and costs consistent with the facilitation for the making of voluntary contributions. And this authorization for contributions, constitutes my voluntary act. A copy of SPAD's report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.

This authorization has been executed in triplicate, the original for you, copy to SPAD and copy to me.

_____	_____
Member's name (Print)	Member's Signature
_____	_____
Social Security Number	Members Home Address
_____	_____
_____	City State Zip
_____	_____
Book Number	Port

OFFICE COPY

McCloskey—U.S. Maritime's Biggest Detractor

Transportation Institute Study Shows Conflict of Interest

Rep. Paul McCloskey, a Republican from Northern California, has proven by his actions to be one of the biggest, most vocal detractors of a strong U.S. maritime industry in Congress.

When a bill comes up in Congress aimed at strengthening the American-flag merchant fleet, Rep. McCloskey invariably opposes it—and vehemently so.

In fact, it was Rep. McCloskey who led the opposition in the House to the all important 9.5 percent oil cargo preference bill last year—a bill that President Carter himself had proposed.

McCloskey accused many of his colleagues—who were expected to support the bill—of having conflicts of interest because they had accepted campaign contributions from maritime labor.

McCloskey's barrage of personal attacks was widely reported in the press. As a result, the 9.5 percent bill—which would have bolstered the national security and the U.S. tanker fleet—went down to defeat.

Who benefitted from defeat of this bill? Big oil and their foreign-flag shipping interests benefitted, that's who.

But it seems that Rep. McCloskey does not practice what he preaches. Because a recent study conducted by the Transportation Institute (a U.S. maritime research organization) of Washington, D.C. shows that Rep. McCloskey has received thousands upon thousands of dollars in campaign contributions from—as might be expected—big oil and foreign flag shipping interests.

The SIU feels that all SIU members as well as the entire U.S. maritime industry should read this important study. It vividly shows the kind of opposition that we face in Congress when trying to enact legislation for the benefit of our industry and the thousands of people who make their livings in it.

Following is the complete text of the Transportation Institute study on Rep. McCloskey. It is prefaced by a reprint of a letter sent to all members of the House of Representatives by Transportation Institute President Herbert Brand:

INTRODUCTION

In taking positions adverse to the U.S. merchant marine, Congressman Paul N. McCloskey has repeatedly made an issue of campaign contributions to members of Congress.

Focusing primarily on contributions by American maritime labor, sometimes as small as \$500, representing scores of individual seamen's contributions, Mr. McCloskey has virtually charged his

Maritime Policy and Campaign Contributions: A Case Study in Double Standards

October 6, 1978

U.S. House of Representatives
Washington, DC 20515

Dear Congressman:

Congressional consideration of issues involving the U.S. merchant marine has repeatedly been clouded by allegations by Congressman Paul N. McCloskey concerning campaign contributions to members of Congress. Often these charges have precluded reasoned and objective consideration of legislative merits.

The attached study, entitled "Maritime Policy and Campaign Contributions: A Case Study in Double Standards", is a review of special interest contributions to Representative Paul N. McCloskey by oil industry and foreign shipping interests with a stake in weakening the U.S.-flag merchant marine. The study was prepared as a public service to assist members of Congress in considering maritime policy. However, its conclusions are also relevant to federal election disclosure policy. All information contained therein has been gathered from public records.

The Transportation Institute is a nonprofit research and education organization established in 1968. Its 160 member companies operate vessels in all aspects of U.S. seagoing domestic and international commerce, the Great Lakes and inland waterways.

I hope you will find the study interesting and useful. Inquiries or comments should be directed to the undersigned.

Very truly yours,

Herbert Brand
President
Transportation Institute

colleagues with a conflict of interest.

However, no public attention has been given to special interest contributions to Mr. McCloskey by the beneficiaries of his maritime positions: foreign-flag shipping interests.

A review of Mr. McCloskey's own campaign contributions during the period January 1, 1972, through June 30, 1978, suggests that, at the very least, he has employed a double standard. He received tens of thousands of dollars from foreign-flag vessel interests with a stake in his anti-U.S. merchant marine positions. Most noteworthy were contributions from sources related to Standard Oil Company of California ("SOCAL"), one of the "seven sisters" of the oil industry, and a major foreign "flag-of-convenience" operator.

Mr. McCloskey received over \$26,000 from sources tied directly to SOCAL through employment, legal representation and interlocking directorates, including:

- \$13,775 from a few members of a law firm (and their families) that represent subsidiaries of SOCAL;

- \$11,916 from sources tied to SOCAL by means of direct interlocking directorates;

- \$1,090 from executives of SOCAL and its subsidiaries, including Chevron Shipping, Inc.

He also received additional tens of thousands of dollars from other sources indirectly tied to SOCAL.

In addition to SOCAL, Mr. McCloskey received substantial contributions from other oil and gas industry sources. As set forth, his votes reflecting the views of the oil industry in general (and SOCAL in particular) have not been limited to maritime issues.

Mr. McCloskey also received contributions aggregating thousands of dollars from other sources directly and indirectly related to foreign-flag shipping and foreign shipbuilding.

Other major special interest contributions to Mr. McCloskey include thousands of dollars from defense contractor interests that would benefit from legislation he sponsored to weaken the Renegotiation Board, the watchdog agency monitoring excess profits by government contractors.

Mr. McCloskey's campaign contributions contain other examples of his use of a double standard. For example, he made much of unproven allegations of wrongdoing in the U.S. maritime industry. However, in 1973—a non-election year—Mr. McCloskey reported a \$3,000 contribution from a "L. E. Wolfson, private investor, Jacksonville, Florida." (Louis E. Wolfson, a financier and former Chairman of the Board of Merritt-Chapman and Scott Corp., was convicted in 1967 for selling unregistered stock.)

In addition to demonstrating the existence of a double standard, Mr. McCloskey's contributions highlight the difficulty of tracing and aggregating certain special interest contributions and suggest a serious deficiency in federal reporting requirements.

Discussion

The list of Mr. McCloskey's anti-U.S. merchant marine positions is too long to be recounted here. Prominent examples in the last year include his denunciation of President Carter's proposal to reserve from 4.5 to 9.5 percent of U.S. oil imports for U.S. vessels, his opposition to the routine authorization of appropriations for maritime programs, and his recent role in stimulating attacks on the National Maritime Council.

Oil Interests and Foreign Shipping:

Though Mr. McCloskey has generated widespread publicity for his anti-U.S. merchant marine attacks, little attention has been focused on the direct

beneficiaries of his efforts: multinational oil and foreign ship interests. Cargo must move. Each vessel denied to the U.S. fleet represents a vessel for a foreign fleet. Each construction contract denied a U.S. shipyard represents a contract for a foreign shipyard.

In particular, multinational oil companies have been the direct beneficiaries of Mr. McCloskey's efforts. This was most apparent in the controversy surrounding a preference for U.S. vessels to carry a portion of U.S. oil imports where Standard Oil Company of California, the American Petroleum Institute and other oil interests openly and vigorously opposed the legislation. But it is also true more generally. To avoid American taxes, safety and pollution requirements, and labor standards, multinational oil interests have opted for huge flag-of-convenience fleets and have thus become the natural antagonists of the U.S. fleet.

Additionally, multinational oil companies are the legislative adversaries of the independent U.S. tanker fleet, for many of the same reasons they are the adversaries of independent producers, independent refiners and independent retailers.

"Corruption"

Most disturbing has been Mr. McCloskey's tendency to ignore legislative merits and to focus instead on generating an aura of alleged "corruption."

He has denounced maritime as a "sick and corrupt industry"—a startling generalization considering the hundreds of companies and hundreds of thousands of people involved. He has frequently impugned the integrity of both labor and management in the American maritime industry.

He grossly exploited the indictment of former Congressman Edward Garmatz, and issued no retraction of apology when the Congressman was exonerated. He has repeatedly attacked the integrity of the Assistant Secretary for Maritime Affairs, a public servant for over 20 years. Last year, he even made totally unfounded allegations of wrongdoing against this Institute, which he will likely resume after publication of this report.

In each case, Mr. McCloskey's charges received widespread publicity and did serious damage to public perception of the American merchant fleet, while the exoneration which followed in time was little noted.

Moreover, in classic double-standard fashion, Mr. McCloskey remained completely silent while a litany of real violations were proven against his own constituency of multinational oil and foreign ship interests—antitrust, tax avoidance, overcharging consumers, unlawful rebating, price-fixing, and even illegal corporate campaign contributions.

A central theme of Mr. McCloskey's corruption charges has been campaign contributions to members of Congress, particularly by maritime labor. He has repeatedly suggested that such contributions, sometimes as small as \$500 or \$1,000 representing scores of individual seamen's contributions, were a motivation for a Congressman's support of a strong U.S. merchant marine. Unfortunately, these charges have been widely repeated and disseminated by Common Cause, the media and others.

In general, the Transportation Institute does not believe that the positions of Congressmen on legislative issues are determined by campaign contributions. The overwhelming majority of Con-

Got Big Bucks From Big Oil, Foreign Shipping

gressmen, like all Americans, are people of integrity. However, Mr. McCloskey's consistent anti-U.S.-flag stance and apparent fixation with corruption and contributions suggested that additional research was required.

Scope of Review

Public records of Mr. McCloskey's reelection committee for the period January 1, 1972, through June 30, 1978, were reviewed. The objective was to identify and aggregate special interest contributions where appropriate.

This was not a simple task because of the manner in which contributions are now required to be reported. For example, multiple contributions by executives of the same company are not required to be aggregated and, therefore, are not easily identified. Contributions by lobbyists or lawyers for a special interest bear no identification of the interest involved. Similarly, important relationships such as interlocking directorates are ignored in the reporting requirements.

Unlike campaign contributions from American seamen (and labor generally), which are openly aggregated and identified, special interest contributions from management can be disguised in many ways. This, more than any single factor, may account for the uneven treatment of contributions by Common Cause and the media on maritime issues.

It has simply been too much work to trace and dig out special interest contributions by the oil industry and foreign vessel interests to Mr. McCloskey and others. Although the Institute restricted itself to public documents, extensive research was required into press reports, the Martindale-Hubbell Law Directory, Moody's Industrial Manual, corporate reports, court records and other sources.

Even this research probably did not yield a complete picture of Mr. McCloskey's special interest contributions. However, a clear pattern of contributions did emerge from at least two special interest sources: (1) multinational oil and foreign-flag vessel interests; and (2) defense contractor interests.

Oil Industry and Foreign Shipping

The SOCAL Connection

For reasons already described, initial attention was focused on the oil industry. That industry is the major beneficiary of "flag-of-convenience" ships and is antagonistic to the U.S. merchant fleet. In particular, SOCAL owns 28 foreign ships, was a bitter opponent of oil cargo preference legislation, and is a leading "flag-of-convenience" exponent.

SOCAL and the oil industry also received special attention because of two rather casual statements made by Mr. McCloskey:

"A number of years ago, when I ran for Congress, I was invited to meet with the executives of a major oil company in San Francisco. It was represented to me that if those executives were satisfied with my position on certain issues, I might expect individual campaign contributions from them." [Paul N. McCloskey; Serial No. 95-11, p. 166]

Addressing Mr. Lawrence Ford, President of Chevron Shipping Company, a subsidiary of SOCAL, Mr. McCloskey said:

"I have a great respect for your company's counsel. It is as good a law firm as I have seen. When I was considering going into politics, I was referred to your attorneys as the most

knowledgeable about the political scene and how to run for office." [Serial No. 95-11, p. 166]

San Francisco court records list Brobeck, Phleger and Harrison as counsel to a subsidiary of Standard Oil Company of California. Members of the firm and their immediate families contributed \$13,775 to Mr. McCloskey as follows:

Herman Phleger	\$3,200
Atherton Phleger	3,000
Hamilton Budge	1,800
Peter M. Folger (Parents of)	4,850
David W. Lennihan	550
Robert N. Lowry	200
Donald D. Connors	100
Hart H. Spiegel	75

In addition, two members of the firm and the father of Mr. Folger served on Mr. McCloskey's finance committee.

Executives of SOCAL subsidiaries, including the President and Manager of Flag Ships of Chevron Shipping Company, directly contributed \$1,090 to Mr. McCloskey.

Sources directly tied to SOCAL by means of interlocking directorates also were major contributors to Mr. McCloskey:

- \$5,143 from executives and attorneys of Hewlett-Packard Company, and Mrs. David Packard. Mr. David Packard, Chairman of the Company, is a director of SOCAL.

- \$4,150 from Mr. Alejandro Zafaroni, president of Alza Corporation, whose board, until 1978, interlocked with SOCAL.

- \$2,300 from four executives of the Signal Companies and the corporation's political action committee. SOCAL and Signal are tied by means of an interlocking director.

The foregoing is illustrative. Thousands of dollars of additional contributions to Mr. McCloskey, either in smaller amounts or with less direct ties, are from other sources related to SOCAL and other multinational oil and gas interests.

Voting on Big Oil Issues

As noted, the multinational oil companies in general (and SOCAL in particular) are the major beneficiaries of "flag-of-convenience" fleets. However, Mr. McCloskey's pro-big-oil positions have not been limited to maritime issues. For example, Mr. McCloskey—

- supported legislation to strike from the Conference Report on S. 2589 (93rd Congress) price controls on certain crude oil;

- opposed H.R. 11793 (93rd Congress) to roll back the price of domestic crude oil to \$5.25 per barrel and to allow prices to rise no more than 35% above the \$5.25 ceiling;

- opposed H.R. 7014 (94th Congress) providing the President emergency standby authority to establish a civilian strategic oil reserve, control the price of domestic oil, and set fuel economy standards for domestic automobiles;

- supported an amendment to H.R. 7014 (94th Congress) to provide for gradual decontrol of domestic oil prices but placing a ceiling of \$11.28 per barrel on the price of new oil;

- opposed an amendment to H.R. 7014 (94th Congress) to prohibit the leasing of federal mineral lands—other than those on which oil deposits are located—to a vertically integrated oil company, and to prohibit granting leases on oil lands to such companies if they owned or controlled competing interests in energy sources;

- opposed an amendment to H.R. 7014 (94th Congress) to set ceilings for prices for the cost of domestic oil;

- opposed an amendment to H.R. 7014 (94th Congress) to continue the

\$5.25 per barrel price ceiling for old domestic oil, to roll back the price of most other domestic oil to an average of \$7.50 per barrel and to allow the President to set higher prices of other classifications of domestic oil up to an average price of \$10.00 per barrel;

- opposed adoption of the Conference Report on H.R. 2166 (94th Congress) repealing the Oil Depletion Allowance for major oil companies and restricting foreign tax credit abuses by major oil companies;

- opposed House Resolution 605 (94th Congress) to disapprove and block the proposed plan of the President to gradually lift price controls on domestic oil;

- opposed House Resolution 641 (94th Congress) to disapprove of the President's plan for gradual decontrol of the price of domestic oil over a 39-month period;

- supported amendments to H.R. 9464 (94th Congress) to end federal regulation of interstate gas prices, to deregulate natural gas prices, to end the Federal Power Commission's authority to reduce price ceilings on gas still under federal regulation;

- opposed H.R. 4035 (94th Congress) to extend authority for oil price controls;

- sponsored H.R. 10579 (94th Congress) deregulating the price of certain natural gas taken from federal lands. [One month after the bill's introduction, Standard Oil Company of California acquired an interest in seven tracts of federal offshore lands.]

Other Foreign Shipping Interests

In addition to the oil industry, Mr. McCloskey received other contributions from sources related to foreign-flag shipping. A few examples include:

- \$1,000 from two executives of Envirotech Corporation, a 50-50 joint venture partner with both Sumitomo Shipbuilding and Mitsui Shipbuilding, both Japanese companies.

- \$3,485 from directors, executives and counsel to Crown Zellerbach Corporation, and their families. Through subsidiaries, the company owns five foreign-flag vessels.

- \$600 from Adil Araboglu, "Hon. Cons. of Tunisia" and "Shipping Broker" with a Washington, D.C. address.

- \$3,100 from sources directly and indirectly tied to the Weyerhaeuser Company which operates at least six foreign-built foreign-flag vessels.

- \$450 from the President of the Bank of California, which owns five Japanese-built, Liberian-flag vessels acquired in 1973 and 1974.

Again, the foregoing is illustrative rather than exhaustive.

Defense Contractor Interests

Another special interest group which figures prominently in Mr. McCloskey's contributions is defense contractors. A few examples will suffice:

- Mr. McCloskey received \$5,143 (already mentioned) from executives and attorneys of Hewlett-Packard Company, and their families. In fiscal year 1977, the company received \$69,049,000 in prime military contracts.

- Mr. McCloskey received \$2,300 from four executives and the political action committee of the Signal Companies, Inc. In 1977, the company received \$118,312,000 in prime military contracts.

- Mr. McCloskey received \$2,100 from a director of Teledyne, Inc. In



Cong. Paul N. McCloskey

1977, the company received \$304,778,000 in prime military contracts.

- Mr. McCloskey received \$1,375 from two executives and the political action committee of Watkins-Johnson Company. In 1976, the company received \$2,371,000 of prime military contracts.

Mr. McCloskey received additional thousands of dollars from executives of substantial defense subcontractors. Examples include:

- \$1,150—Vidar Corporation (one executive)

- \$4,400—Raychem Corporation (two executives)

- \$2,100—Tymshare, Inc. (two executives and one lawyer)

Mr. McCloskey was a leader in the effort to cripple the Renegotiation Board, the watchdog agency that monitors and recaptures excess profits by defense contractors.

On March 21, 1977, Mr. McCloskey introduced H.R. 5257 which, in effect, would have put the Renegotiation Board out of business by relegating it to standby status. Mr. McCloskey also supported an amendment to H.R. 10680 (rejected by a vote of 125-251) that would have severely curtailed the powers and proposed extended life of the Renegotiation Board. These positions were consistent with the interests of Mr. McCloskey's defense contractor contributors in general, and particularly of companies such as Watkins-Johnson and Teledyne, which were required by the Board to repay excess profits in the past.

Conclusion

In general, the Transportation Institute does not believe that the decisions of Congressmen are determined by their campaign contributions.

Such allegations by Mr. McCloskey and others in connection with maritime issues should be viewed with considerable skepticism. At the very least, they reflect a double standard.

As documented herein, Mr. McCloskey accepted special interest contributions far greater in magnitude than contributions to other members of Congress that he criticized. Moreover, skepticism is required because media attention to contributions in connection with a legislative issue may be more reflective of the ease of identifying those contributions than of their relative magnitude or importance.

Congress should consider revising existing federal election disclosure requirements. As this case study demonstrates, multiple contributions from corporate executives, contributions by lawyers and lobbyists without identification of the special interests they represent, and the failure to identify important relationships such as interlocking directorates can frustrate the disclosure objectives of existing law.

Lock & Dam 26 Gets OK, But So Does Inland User Charge

With the clock running out on the 95th Congress, the House passed legislation on Oct. 13 imposing a fuel tax on commercial users of the inland waterways and authorizing reconstruction of Locks and Dam 26.

The bill had passed the Senate three days earlier and will now go to the White House where it is expected to gain approval.

If it does, it will be the first user charge in U.S. history ever placed on the inland waterways. It is also the first such bill passed by both Houses of Congress since the controversial measure first came up in Franklin Roosevelt's Administration.

The successful bill, H.R. 8533, passed the House by a vote of 287 to 123, two days before closure on Oct. 15. It imposes a fuel tax on waterway users beginning at four cents a gallon on Oct. 1, 1980 and rising gradually to ten cents a gallon on Oct. 1, 1985.

The user tax and the authorization for Locks and Dam 26 were actually tacked on as an amendment to another very unlikely piece of legislation—a bill relieving tax exempt organizations from paying taxes on bingo game proceeds.

Sen. Russell B. Long (D-La.) used the "bingo bill" as a last minute strategy to obtain authorization for reconstruction of Lock & Dam 26 and to implement a user tax that the industry could live with. They had been incorporated in legislation passed separately and with considerable debate by the House and Senate earlier this year. But efforts to resolve the differences between the two bills in a joint Congressional conference never got off the ground and, moreover, faced a threatened veto.

Sen. Long's amendment, unlike the previous user charge bills, turns the fuel tax revenue over to a waterways trust fund to be available for construction and rehabilitation of water projects.

This is a compromise between the Administration's demand that the taxes be used to recover a substantial portion of the Federal cost of water projects, and the industry's efforts to hold down its share of the cost. But the bill still leaves some unanswered questions as to how much of the cost the industry will have to bear in the future.

The bill does not require the trust fund to cover any specific percentage of construction costs, which Sen. Pete Domenici (R-N.M.) and other advocates of high user charges had wanted in previous legislation. Nor does it say that all water projects must be paid for exclusively out of the fund. It simply states that the fund will be "available" as capital for water projects.

But this open ended phrasing creates the danger that waterways opponents will point to a dwindling fund in future years and demand higher taxes from the industry before authorizing or appro-

riating money for more projects.

In short, the industry still has a tough fight ahead to convince Congress that the cost efficiency of water transportation must be preserved.

In the meantime, even though H.R. 8533 authorizes reconstruction of Locks and Dam 26, the battle for this long awaited improvement project is also far from over.

The old navigation facility at Alton, Ill. has been a costly bottleneck to the barge industry for over a decade. But replacing the deteriorated main lock chamber with one twice its size is still blocked by a pending law suit, initiated years ago on environmental grounds by the railroad industry.

The U.S. Army Corps of Engineers still has to win settlement of the case, which could take over a year, before beginning the legislative process to appropriate funds for the actual construction work.

HLSS Steward Courses Approved For College Credit

The wide ranging educational programs at the Lundeberg School have been recognized by educators across the country as top shelf.

Initially, the school's vocational courses in deck and engine were approved for recommended college credits by the American Council on Education. Then the School started a college credit program with Charles County Community College.

Now, the American Council on Education has evaluated HLSS courses for trainees and upgraders in the

Steward Department. All of these courses have been approved for recommended college credits as well.

So, every Seafarer who ships in the Steward Department can earn college credits for skills he learns at HLS. In addition, these credits are retroactive to 1976. This means Seafarers who took the steward department courses any time between 1976 and now are eligible for these credits.

The credits can be applied at any school that recognizes the American Council on Education. Each individual

school decides how much credit it will give for the courses.

So, Steward Department members who want to go to college can use these credits to help them get their degree.

SIU members are encouraged to take

advantage of this important new opportunity for steward department personnel and, our young members just coming into the industry should think seriously about a career in the steward department.



Are you going to stay down there on your hands and knees all your life?

Get up out of the grease spills. Come to HLS. Take the FOWT course. Earn your rating. Make more money.

Course Starts November 23

To enroll, see your SIU Representative or contact:

Vocational Education Department
Harry Lundeberg School
Piney Point, Maryland 20674

Phone: (301) 994-0010



From their steward training at the Lundeberg School, a seafarer or boatman can receive college credits. The American Council on Education recently recommended college credits for all steward department courses.



On-the-job training and classroom instruction were the major factors in the American Council on Education's evaluation of the Steward Department courses at HLS.

Alaskan Oil Run Providing New Frontier for Seamen

Two veterans of the Alaskan oil run arrived in New York harbor late last month—one loaded with cargo of crude, and the other with tales of the "last frontier."

The SIU-contracted *Overseas Chicago*, an 894-foot, 89,000 dwt supertanker, was launched at the National Steel Shipbuilding Yard in San Diego just in time for the opening of the much-touted Alaska Pipeline.

Well just about in time. When the oil finally began flowing in June, 1977, the *Chicago* was still being fitted out for sea. But July found her in service in the Gulf of Alaska—not, as might be expected, hauling oil, but as a training vessel for ship officers needing to become familiar with the piloting situation in the Valdez area.

The *Chicago's* career got off to an illustrious start, however, when she picked up four survivors of a fishing boat that sank off the coast of Alaska. That was in July, 1977, her first full month of operation.

Able Seaman Jimmy Dufore, 41, of New Orleans, has been riding the *Chicago* for the last five months. Dufore, a member of the SIU for 19 years, talked about the Alaskan run when the *LOG* visited the *Chicago* at Stapleton Anchorage in New York.

"Valdez is like the last frontier", Dufore said. "It is very small and the people are very friendly there." When the *LOG* asked the obvious question, "How much do things cost up there?" Brother Dufore had a quick answer. "Not as much as I had thought. A bottle of beer cost \$1.50 and a good haircut was \$5.50. And cab service from the gate to town—about 10 miles away—cost us only \$3.00 apiece."

Whether or not you think the prices are high, there's no debating the size and the grandeur of the mountains that overshadow Valdez. Even the largest supertanker is like a pebble in the Grand Canyon next to them. In spite of some haze, Seafarer Dufore was not disappointed by the Alaskan scenery. "It's beautiful country. We could see snow up in the mountains and you could go for miles and not see a single house." Certainly a contrast with Dufore's hometown stomping grounds in New Orleans.

As is the nature of tankers, the *Chicago* did not linger in Valdez for very long. In fact, after taking 14 hours to load, the ship was ready to sail the day after arriving. But before leaving, the crew did have a chance to go ashore, and some tried their hands at fishing in Prince William Sound. Jimmy Dufore laughed when he described the attempts of the eager fishermen to catch a big Alaskan fish: "Alaska is known for its big fish, and all those guys could come up with was a couple of little bitty things!"

When the *Chicago* arrived in New York after a three-week run from Alaska, she and her crew were greeted by the kind of autumn weather you'd like to have year round; sunny, blue skies with a steady, cool breeze prevailing. But change is in the air as well, and these days will be fewer and further between.

If the *Overseas Chicago* resumes running regularly between the New Orleans area and Panama (where she picks up oil from the VLCC's on the Pacific side), Jimmy Dufore won't be one to complain about it. Because Alaskan winters are known to be as big and bad as her mountains are tall—and winter will be arriving in Valdez long before it does in the Lower 48.



The SIU-manned *Overseas Chicago* shown at Stapleton Anchorage off Staten Island in New York harbor.



Doing an inventory of stores on the *Overseas Chicago* is Willie Braggs, steward/cook.



The Alaska oil run has provided Seafarers with a new "frontier." Shown above are James Rogers, left, sailing bosun, and Jimmy Dufore, able-seaman.

SIU-Manned Buffalo Newest Addition to Lakes Fleet

The pride of the Great Lakes these days is the latest addition to American Steamship Co.'s fleet of self-loaders. The ship, christened the *M/V Buffalo* on Aug. 2, brings to 20 the number of SIU-crewed bulk carriers operated by American Steamship.

After a trip back to the shipyard in early September to iron out some minor problems, the *Buffalo's* crew was recalled and she began runs to Great Lakes ports with cargoes of stone and coal.

The ship went from the Sturgeon Bay, Wis. shipyard to Port Inland, Mich., where she loaded stone for Indiana Harbor. From there, the *Buffalo* picked up a cargo of coal and delivered it to the Detroit Edison plant in St. Clair, Mich. Her next scheduled run will be a load of stone, picked up at Stone Port in northern Michigan, with Saginaw, Mich., the destination.

Stone and coal are only two of the cargoes the *Buffalo* is equipped to handle. Like the rest of American Steamship's fleet she will also be moving sand, gravel and taconite pellets.

At 635 feet, the *Buffalo* isn't as large as some other ships sailing the Lakes. She was built with several Lakes ports and dock facilities, too small to allow access by 750 or 1,000 footers, in mind. Her length allows her to call at those ports which are inaccessible to larger vessels.

But the ship is one of the most modern afloat on the Lakes. Powered by two diesels which supply a total of 7,000 hp, she has a service speed of 15.5 knots.



The self-unloader can carry 24,000 long tons of taconite pellets, discharging them at a rate of 6,600 tons an hour. She has a 68 foot beam and a midsummer draft of 28 feet.

American Steamship began a shipbuilding program in 1973 and the

Buffalo, which cost \$25 million to build, is the seventh vessel to join the fleet since then.

The building project has added 250,000 long tons of carrying capacity to the Great Lakes fleet, boosting both maritime and related shoreside indus-

tries in the area. The new ship construction caused *Buffalo's* mayor, James D. Griffin to comment at the christening ceremonies: "With the help of the shipping industry, the Great Lakes will play a vital and prominent role in the lives of the residents . . . of major cities."

42 Congressmen Form Coalition to Boost U.S. Shipbuilding

"With alarm we observe the pace of merchant marine and naval ship construction dropping sharply."

This statement reflects the sentiment of the Congressional Shipyard Coalition, which was formed on September 26 to promote the need for expanded shipbuilding and repair facilities in the U.S.

Headed by co-chairmen Rep. Lindy Boggs (D-La.) and Rep. Paul S. Trible (R-Va.), the 42-member, bi-partisan Coalition has stated that its ultimate purpose is, "to enhance the national security and the gross national product."

While other countries build up their shipbuilding and repair capabilities—most notably and ominously the Soviet Union—the trend in the United States is in the other direction.

Though this is nothing new for the United States, historically, it is still, a dangerous trend which totally disregards the lessons of history. According to Rep. Boggs, "There's no coherent recognition of the problems shipbuilders face and without a coordinated policy on national shipbuilding, this trend will continue."

The Coalition has good reason to be alarmed. It was partially in response to the Carter Administration's proposal that naval shipbuilding be cut by 50 percent over the next ten years that the Coalition was organized.

In terms of employment alone, there will be a drop of approximately 45,000



Rep. Paul Trible (R-Va.)

jobs in shipyards and related industries if the shipyards are allowed to decline at the present rate.

U.S. Founded on Maritime

Not enough people—especially those in "high places"—seem to be sufficiently aware of the maritime heritage that our country was founded upon. This heritage was taken into consideration in the Coalition's "Memorandum of Purpose", which says:

"The people of the United States, even before this Nation achieved its independence, have been shipwrights and mariners. From Colonial times, the



Rep. Lindy Boggs (D-La.)

national security of the United States has relied on the availability of quality shipyard facilities for both shipbuilding and shiprepairing. Today American shipyards employ in excess of 176,000 men and women. It is essential that this national resource be maintained."

6 Boatmen Get Towboat Licenses Thru HLS

Six Boatmen recently earned U.S. Coast Guard Licenses as Towboat Operators. They are Jesus Iglesias-Campo, Michael Qualla, Robert Candelario, Juan Velez, Ernesto Iglesias, and Antonio Colon. The men attended the regular Towboat Operator course at the Harry Lundeberg School.

The licensing course was three months in length. During this time, the Boatmen received individualized instruction in their course and assistance from the staff of reading specialists at the school as well.

The examination which the boatmen took and passed required several days to complete. Michael Qualls, Robert Candelario, Juan Velez, Ernesto Igle-

Given this heritage, it is sad and ironic that there is so much ignorance on the part of the American people about the needs of the merchant marine and the shipyards, and how they relate to the security and economy of the country. It is even more ironic when you consider President Carter's Navy background.

Besides Reps. Boggs and Trible, the Congressional Shipyard Coalition numbers amongst its members such friends of maritime as Rep. John M. Murphy (D-N.Y.), chairman of the House Merchant Marine and Fisheries Committee, and Rep. Leo Zeferetti (D-N.Y.), also a member of this Committee.

We applaud the Congressional Shipyard Coalition, and wish it well in its efforts to "pursue legislative as well as administrative remedies to the present situation" and to "promote change pointed toward more cohesion, more coordination and more effectiveness at all levels of government, industry and labor in the evolution of a fully efficient and more competitive U.S. shipyard industry."

sias and Antonio Colon are now licensed as Towboat Operator—Oceans not more than 200 miles offshore. Jesus Iglesias-Campo, Michael Qualls, Robert Candelario, Juan Velez and Ernesto Iglesias are also licensed as Towboat Operator—Inland Waters.

In addition to earning their licenses, the graduates also achieved certificates in firefighting and first aid/CPR through the program at HLS.

As HLS graduates, the Boatmen earned 11 college credits for the courses they completed. College credits are offered for all vocational courses at the Lundeberg School through a cooperative program with Charles County Community College in Maryland.

Notice to Members On Job Call Procedure

When (throwing in for work during a job call at any SIU Hiring Hall, members must produce the following:

- membership certificate
- registration card

- clinic card
- seaman's papers



At Sea & Ashore

Pacific Northwest

Pacific Northwest ports, possibly Seattle and San Francisco, will be used to ship out \$8.8 billion worth of U.S. wheat (about 64,500 metric tons) to be sold to the Philippines under Public Law 480. By law, American ships must carry at least 50 percent of this cargo.

Russian Grain

Next year, an increase from \$16 to \$18.25 a long ton charter rate for shipping U.S. grain from U.S. Gulf ports to the Soviet Union's Black Sea ports will go into effect, says Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell.

Corpus Christi

Only waiting for the green light from the U.S. Army Corps of Engineers, which issues licenses to dredge, is the port of Corpus Christi's multi-million dollar Harbor Island deepwater oil terminal project called "Deepport."

The project is expected to get construction approval from the U.S. Department of Energy by next spring.

Construction calls for deepening and widening of the existing channel. Dredging will go down to 72 feet making the project the deepest draft supertanker port in the Gulf.

The proposed port will be financed by revenue bonds issued by the port and guaranteed and paid off by its users.

Galveston

At the port of Galveston early this month, Northville Industries Co. of New York said it gave its environmental assessment report to the Army Corps of Engineers for a dredging licensing permit for a planned multi-million dollar deepwater onshore oil port set for completion by late 1980.

The joint project with the port's authority will be built on Pelican Island. It is expected that by next June a channel will be dredged from 40 to 54 feet from the island to deepwater.

The project is expected to add almost \$800 million in added port-related revenue yearly and will serve Houston, Texas City, Freeport and the Sabine area.

Washington, D.C.

The National Transportation Safety Board recommended to the Coast Guard last month that exposure suits be provided to all crewmen of ships routinely sailing in cold air or in cold sea temperatures.

The board made its recommendation in reporting on the rescue of six of seven crewmembers from a coastal tanker sinking in a severe winter storm off Cape Ann, Mass. on Jan. 10, 1977.

The board also urged the Maritime Administration to work with the Coast Guard, the maritime industry and labor to develop a survival and rescue training course for merchant seamen. It said the course should include a requirement that at least one inflatable liferaft should be stowed near each accommodation and working space on coastal tankers. In addition, the course should train merchant seamen in the proper use of helicopter rescue baskets and have each basket marked with simple-user instructions in emergencies.

The incident that prompted the Safety Board's recommendation was the case of the 281-foot tanker, *Chester A. Poling*. She was bound at 6 knots for Newington, N.H. from Everett, Mass. and broke in two in 25 to 30 foot high seas and 50 to 60 knot winds.

The tanker's captain and a seaman were pulled aboard the Coast Guard cutter *Cape George* after they had abandoned the sinking bow section of the ship. Two other crewmembers were hoisted aboard a Coast Guard helicopter hovering over the tanker's stern. But a third crewmember fell into the ocean and was lost while he was trying to climb into the chopper's rescue basket. Two more crewmembers were saved by the cutter *Cape Cross*.

All six survivors suffered from extreme exposure to the 30-degree water. Exposure effects also hampered rescue efforts even though both cutters were on the scene when the crewmembers were forced into the water.

"Contributing to the loss of life," said the board, "were the seamen's failure to wear a personal flotation device and the improper handling of the rescue basket by the crewmembers due to their lack of training..."

SS Delta Norte

For the second consecutive year, the *SS Delta Norte* (Delta Line) was awarded the Fleet Safety Award plaque for accident-free operation.

The ship was the only one of the fleet to score a zero-based accident rate last year.

SS Delta Brasil

Funeral services at sea were held for the late Seafarer Paul D. Erter on the *SS Delta Brasil* recently.

Conducting the service was Capt. Philip G. Moon who intoned, "Gentlemen, we are gathered here today to pay our last respects to our departed brother, Paul D. Erter."

The master then read to the assembled crew the Bible's 23rd Psalm and the Episcopal Book of Common Prayer's "At the Burial of the Dead at Sea."

Chief Steward Albert Estrada and the crewmembers then joined in to say the Lord's Prayer for the deceased before his ashes were committed to the deep.

Bombay, Cochin, India

Next January, Sea-Land Service will start a new containership run with onboard cranes to the west coast ports of Bombay and Cochin, India.

Biweekly sailings will run between Dubai, United Arab Emirates and the Indian ports.

No other U.S.-flag container operator has this run from the American Atlantic and Gulf Coasts.

Geneva, Switzerland

A U.N. Conference on Trade and Development (UNCTAD) computer study finds that the U.S., Greece, Japan and Hong Kong shipping companies own 78 percent of the world's flag of convenience fleet.

U.S. companies own 31.7 percent, Greece 20.7 percent, Japan 9.2 percent and Hong Kong 16.9 percent. The study covered 98 percent of the flag of convenience fleet.

Another 16 percent is owned by 12 countries including West Germany, Italy, Switzerland, Singapore, Canada, Israel and the U.K.

Of the 23 government figures checked only Iceland, Portugal San Marino and South Africa failed to supply information.

The identified 41 percent of the runaway fleet of 1,779 ships of 85 million dwt had a makeup of Liberian 31 percent, Panamanian 19 percent, Singapore 15 percent and Cypriot 5 percent.

U.S. companies own 401 runaway ships of 48,517,000 dwt, Greece owns 951 runaway ships of 29,154,000 dwt.

Delta America Committee



Headquarters Patrolman Teddy Babkowski (left) talks with Recertified Bosun Arne Eckert (2nd r.) ship's chairman of the *SS Delta America* (Delta Line) at a payoff at Pier 1, Brooklyn, N.Y. on Sept. 5. Listening in are some of the Ship's Committee and crewmembers. They are (l. to r.) Steward Delegate N. Richardson; Engine Delegate Robert Boshier; OS S. Bishop and (right rear) Chief Cook R. Hollins.

Transcolorado Committee



Headquarters Patrolman George Ripoll (seated center) listens to Deck Delegate Nick Swokla (seated l.) go over overtime sheets at a payoff last month on board the *ST Transcolorado* (Hudson Waterways) at the Military Ocean Terminal Bayonne, N.J. The rest of the Ship's Committee and a crewmember are (seated l. to r.) Chief Cook Sam Loftin and Recertified Bosun Richard Kidd, ship's chairman and (standing l. to r.) Chief Steward Tom Ulisse, secretary-reporter; Engine Delegate Michael Melferd and Steward Delegate Adolph Lomonthe await their turn.

LETTERS



TO THE EDITOR

Pensioner Scheard Recalls Sailing Days

Well, I have retired from the sea and ocean, the water that I love. I joined the Union in Mobile, Ala. on Dec. 28, 1938 and sailed many a year out to sea.

I am very lonesome now since I have retired. But everyone tells me that I will get used to being home. I thank God for taking care of me for all those years.

I have been over the world many a day and years. I lost one ship because I got sick and had to get off and go home. I never lost a ship before or since.

I sailed through three wars: the Second World War, the Korean War and the Vietnam War. I was lucky to come through and I thank the Lord. My ship had hopes to invade in the Second World War in Le Harve, France on June 6. I'll never forget it. I was so scared. But we pulled through. My ship was named the *SS Yakea*.

I helped to build my Union to where it is today. My first month's pay was \$30. It was good money during those days. I was young and wanted to see the world and believe me it is a big world.

I wish my oldtime brother's who are dead now, could see our good old Union, the SIU as it is today. I am now 75-years-old and I feel that I have served my time on the sea, the water that I love. I thank God that he spared me to see how my Union is today. I walked picketlines in Mobile to try to build the Union up. And we did.

I sailed in the steward department: cook, saloon utility, BR and messman. I had some hard days in some of the years. I worked all the time, never stayed on the beach much.

Well, I feel very good today writing of my seafife. I have plenty more I could say to my sea Union brothers, but I will rather say, simply, smooth sailing to all my Union brothers.

Fraternally,
Howard Scheard

'There When You Need It'

I wish to thank the Seafarers Pension Plan for sending my checks right on time every time. They come in handy to those of us who depend on them.

The *Log* has been keeping me informed on what is going on in our Union. And to all of my Union brothers, I say, take care of this Union. It's really there when you need it the most.

Fraternally,
Jose Castro
West Corvina, Calif.

'Great Spirit of Brotherhood'

I want to express my sincere gratitude and brotherhood to all my brother members living now and to those who have departed from this world.

I joined the SIU in March of 1947 and served until July 1977 until my permanent disability in 1978. I want to send a message to all my good Seafaring brothers wherever they may be that I really do miss the great spirit of Brotherhood that is really found among SIU members. Also I want to give my heartfelt thanks to our President Paul Hall whose leadership is respected by all Seafarers.

I would also like to say how important our Pension Plan is to us, because the Plan enables a Seafarer to live in dignity and above all to know that as we retire that we are not forgotten. So I want to send a message to all Seafarers that above all we must support the SIU 100 percent in the years that lie ahead.

I want to express my heartfelt thanks as well to the New Orleans office—especially Buck Stephens, Lindsey Williams, Carl Peth and all my brother Seafarers who visited me at the hospital during my critical days before and after my disabling operation.

Most of all I want the membership and President Paul Hall and all the officers and trustees of the SIU to know that I am disabled for life but my heart lies first with my brother SIU members. And that I will continue to support them in all their future endeavors.

We have all learned so much from one another while working and sailing the oceans of the world. Thoughts of these, and above all the keen interest Seafarers show in mankind, will always remain with me. I am grateful to have been a part of a great and wonderful Union.

Fraternally,
Paul Capo
Metairie, La.

'Best Thing I Ever Did'

I would like to express my sincere appreciation to SIU member, Capt. Timber Turner of Stone Towing in Wilmington, N.C. for helping me get my start with the SIU. Joining the SIU was the best thing I ever did.

Fraternally,
Charles Leevwenburg
Wrightsville Beach, N.C.

Paid What Medicare Didn't

Just wanted to drop a line of thanks to the Union for the check we received when my husband, who is retired, was confined in the hospital. We are both grateful to the Union for paying what Medicare didn't.

Sincerely,
Mrs. Peter Svarrer
Summit Hill, Pa.

Change of Address Or New Subscriber

Editor,
LOG
675 Fourth Avenue
Brooklyn, N.Y. 11232

I would like to receive the LOG—please put my name on your mailing list. (Print Information)

NAME

ADDRESS

CITY STATE ZIP

SIU members please give:

Soc. Sec. # _____ / _____ / _____ Bk. #

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below or send mailing label from last issue received.

ADDRESS

CITY STATE ZIP



LOG

October, 1978 Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO Vol. 40, No. 10

Executive Board
Paul Hall
President

Frank Drozak
Executive Vice President

Joe DiGiorgio
Secretary-Treasurer

Cal Tanner
Vice President

Earl Shepard
Vice President

Lindsey Williams
Vice President



James Gannon
Editor

Ray Bourdus
Assistant Editor

Marcia Reiss
Assistant Editor

Edra Ziesk
Assistant Editor

Mike Gillen
Assistant Editor

Frank Cianciotti
Photography

Dennis Lundy
Photography

Marie Kosciusko
Administrative Assistant

George J. Vana
Production/Art Director

Published monthly by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Tel. 499-6600. Second class postage paid at Brooklyn, N.Y. (ISSN #0160-2047)

Some Good News on USPHS, But the Fight Goes On

The USPHS system got some good news this month, probably the best news the seamen's hospitals have had in a long time.

That news was the opening of the beautiful new modern Public Health Service hospital in Nassau Bay, Tex. The new facility replaces the deteriorating USPHS hospital in Galveston and is the first new Public Health hospital to open in 40 years.

This new facility will provide American seamen living in the Houston-Galveston area with much improved inpatient and outpatient treatment.

With this good news, it would appear on the surface that the USPHS system is finally safe from being scuttled. And that the SIU's long fight to keep the USPHS system alive and well has overcome its final hurdle.

We sincerely wish that we could say this. But it simply isn't true.

The USPHS system comes under the jurisdiction of the Department of Health, Education and Welfare (HEW). For years, the SIU has fought HEW's various attempts to either close the hospitals or rid itself of the responsibility of operating them.

A little over a year ago, it even looked as if HEW had given up its efforts to torpedo the system. And, of course, the opening of the new Nassau Bay hospital might seem to reinforce this.

However, recent statements by Joseph Califano, secretary of HEW, leads us to believe that the SIU's long fight to keep the hospitals open may just be starting.

Califano made his disturbing remarks about the system during recent hearings of the House Merchant Marine and Fisheries Committee.

The HEW chief said in his prepared statement that the whole future of the USPHS system must be considered on a "hospital to



hospital basis," strongly suggesting that the hospitals be removed from Federal jurisdiction to local community control.

Califano said that such a switch is necessary because the hospitals are underutilized by merchant seamen, the primary beneficiaries. He claimed that "at any one time in 1977, almost one-third of the beds in the Public Health Service hospitals were not in use." And he said that "some of these PHS hospitals are located in communities where a significant proportion of the population are not adequately served."

In other words, Califano is suggesting that the PHS hospitals be used as community health centers to be run by local health planning agencies and not by the Federal Government.

This is not a new proposition as far as the hospitals are concerned. The SIU has constantly opposed such a move, though, because we feel that if the hospitals are remanded to community control, merchant seamen will suddenly become second class citizens instead of primary beneficiaries.

The SIU does not oppose PHS facilities being used to help solve community health needs. In fact, the PHS hospitals already serve the health needs of thousands of people annually from surrounding communities.

However, the SIU believes strongly that a switch from direct Federal to local community control will most definitely prove detrimental

to the health needs of American merchant seamen, who have depended on the PHS system for health care for more than 200 years.

The SIU is not alone in this opinion. Rep. John Murphy, chairman of the House Merchant Marine and Fisheries Committee, blasted Califano's "hospital to hospital" approach. Murphy said that HEW's suggestion to remove the hospitals from Federal control "is nothing more than a device to get rid of the PHS hospitals."

Murphy also took on Califano on the issue of underutilization of the hospitals by merchant seamen. He said, "the reason there are fewer seamen (using PHS) is a national maritime policy that allows them to disappear."

Presently, there is nothing much Califano can do to carry out his plans for USPHS because Congress has adjourned for the year.

But you can be sure that when the 96th Congress convenes next January, Califano will be on their doorstep looking to have his way.

In other words, the SIU's fight to keep the hospitals open must and will continue. We have come a long way in both protecting as well as helping to improve the USPHS system.

Plain and simple, though, we still have a long way to go and a tough fight ahead. But the SIU is ready and able to meet the challenge.



Aerial photo shows sprawling USPHS hospital on Staten Island, N.Y., just across the river from SIU Headquarters in Brooklyn. The SIU will continue its fight to keep this and all USPHS hospitals open to continue the job of providing first class health care to merchant seamen.



New USPHS Hospital Opens in Nassau Bay, Tex.; It's the First in 40 Years



Dr. Thomas L. Shinnick, Director of the Nassau Bay USPHS hospital, (left) cuts the ribbon at the dedication ceremony of the new facility. Assisting him (l to r) are: Dr. George Lythcott, Reps. Jack Brooks (D-Tex.) and Robert Gammage (D-Tex.), Dr. James Erickson and Dr. Edward Hinman.



The new Nassau Bay USPHS hospital building is only five years old. Shortly after it was built, it was no longer needed for its original purpose as a community hospital. Its opening this month as a replacement for the deteriorated Galveston facility has preserved much needed services for American seamen and other PHS beneficiaries in the Texas coast area.



SIU Patrolman Gene Taylor (center) receives congratulations for the Union's work in establishing the new hospital from Reps. Jack Brooks (left) and Bob Gammage. Both Texas Congressmen also contributed greatly to the relocation effort.

The first new U.S. Public Health Service hospital in over 40 years opened in Nassau Bay, Tex. on Sept. 29.

The new facility is the first real sign that the beleaguered USPHS system not only will survive, but will begin to move forward in providing improved medical services for American seamen.

The opening of the new hospital is the achievement of a four year, SIU-backed effort to replace the obsolete PHS hospital in Galveston. And it is the culmination of the Union's long fight—waged over two decades—to preserve and promote the entire PHS system.

The Galveston hospital was so badly deteriorated and inadequate that it was in danger of losing its medical accreditation. The Nassau Bay building was formerly the Space Center Memorial Hospital and is only five years old. Shortly after construction, it was no longer needed as an acute care facility by the surrounding community. Relocating the Galveston hospital there saved costly modernization of the old building and has insured much needed continuation of PHS care in the Houston-Galveston port area.

Major Step Forward

At dedication ceremonies in Nassau Bay, Dr. Thomas L. Shinnick, the PHS director of the new hospital, called the opening a "climactic event" and a "major forward step for the USPHS system."

He explained that it will operate as a 125 bed acute care facility "with support services expanded and specifically designed to meet the needs of our beneficiaries." Both inpatient and outpatient services are provided. The "private hospital" set-up of one to two patients per room has been retained, he said, "to insure that our patients can be treated with the privacy and dignity they deserve."

Congressmen Jack Brooks (D-Tex) and Robert Gammage (D-Tex) also participated in the dedication, along with other representatives from the unions, medical agencies and community groups which played significant roles in acquiring the new hospital.

The SIU's role started long before the new building even was proposed as a replacement for Galveston. It goes back to the time when all of the PHS hospitals were seriously threatened with extinction.

In 1960 there were 15 PHS hospitals. But over the next 10 years the Union seemed to be fighting a losing battle as the hospitals were whittled away one by one. By 1970 the number was cut almost in half to eight remaining facilities.

SIU's Historic Fight

If it were not for the strong and persistent support which the SIU sustained at that time through the present, those eight hospitals would not exist today.

The SIU has testified in Congress, worked closely with government officials and community leaders and enlisted the support of other unions to insure the survival of those remaining hospitals and their time honored services for American seamen.

Public hospitals for merchant seamen are almost as old as the country itself. Recognizing the vital service performed by the U.S. merchant marine, the federal government set up the hospitals for seamen as early as 1798. These were the forerunners of the PHS system.

But in the early 1970's the Department of Health, Education and Welfare (HEW), which runs PHS, wanted to dump the hospitals and deny the rights of their 200,000 beneficiaries—the great majority of them seamen.

It took an SIU-backed Act of Congress to keep them open. In fact, it took two Acts of Congress.

The first, the Emergency Medical Services Act, passed both Houses of Congress in 1973, but was vetoed by President Nixon. The SIU not only supported the bill in Congress, but during the legislative battle to override the veto the Union went to court and got a temporary injunction which held up HEW's closing orders.

The decision on the veto sided with the President by a scant five votes in the House. But soon after, Congress passed the Military Procurement Authorization Act, with an amendment guaranteeing that the hospitals remain in service. This time Nixon signed the bill into law.

The SIU won a major victory with the success of the Military Procurement Act. It authorized the funds necessary to keep the eight hospitals operating and, for the first time, allocated money to upgrade and modernize the facilities.

Sen. Daniel K. Inouye (D-Hawaii) publicly praised the Union at the time for its "almost singlehanded fight" to save the PHS hospitals.

But the battle was far from over. The years of uncertainty about the survival of the system had taken a heavy toll in staff and services at the hospitals. The Galveston hospital was in bad shape at this time and needed even more modernization money than the Act had authorized to improve its services.

The entire system depended on a continued infusion of promised funds just to stay in operation. But it soon became clear that HEW and President Ford had just the opposite in mind.

In 1975 Ford vetoed the bill which appropriated PHS funds for the following year. It also included a section requiring HEW to certify that it was in compliance with the Military Pro-

urement Act, mandating full maintenance and staffing of PHS hospitals.

With strong support from the SIU and other AFL-CIO unions, both Houses of Congress overrode the President's veto, thus enacting a bill once again to keep the hospitals open. This override, one of the few ever carried by Congress, was a major setback for the foes of the PHS system.

But in 1976, HEW and the Ford Administration attacked the system again—this time in an attempt to write the PHS hospitals out of the federal budget. HEW put in a budget request which was \$25 million short of the funds needed to keep the hospitals open and operating. The Department intended to use the requested funds for contract medical care. This meant that seamen would no longer be given the priority they receive as prime beneficiaries in the PHS hospitals, but would be shoved from pillar to

post under contracted physicians in private or veterans hospitals.

Moreover, HEW took further steps to pave the way for Ford's plan to introduce new legislation to close the PHS hospitals. The Department asked the Comprehensive Health Planning Councils, which have local jurisdiction for the eight hospitals, to agree to close or transfer control of the facilities from the federal government to the local communities. The transfer would have cut out federal financing.

The SIU worked closely with the local Councils to make the needs of seamen known and all eight refused to go along with HEW's request. The Union then brought the budget issue to national attention by testifying against HEW's contract care plan at a series of Congressional hearings in the summer of 1976.

By the end of the year, Congress rebuffed Ford and HEW by refusing to act on any legislation to close the hospitals and by appropriating the full funds necessary to keep them operating.

In the face of strong opposition from Congress, the SIU and other concerned groups, HEW made an about face. The Department published a report at this time which contained its first positive statements about the hospitals in years. Rather than trying to close or transfer control of the hospitals, HEW said it would "concentrate on maximizing and integrating the use of these resources."

But even with HEW support, the hos-

pitals still face their number one problem—money.

In May, 1977, the federal General Accounting Office (GAO) reported that services in the PHS hospitals had been sliding since 1973 in spite of the guarantees written into the Military Procurement Act at that time which mandated that they be kept up to the 1973 level. The GAO attributed the decline to spiraling inflation and limited budget increases.

Congress responded by appropriating PHS funds for 1978 well above the 1973 level. With additional funds for operating and upgrading PHS services, and with the SIU and other groups working to cut the red tape which had delayed the Galveston hospital relocation, the new Nassau Bay hospital finally became a reality this year.

The opening of the Nassau Bay hospital is the best news the PHS hospitals have had in a long time. But the work that lies ahead is much the same that it has always been.

Even with success along the way, the SIU has had to keep fighting for the hospitals. We had to monitor services on the local level and to work in Washington so that the funds for the hospitals kept coming and so that continued threats to their operation were defeated.

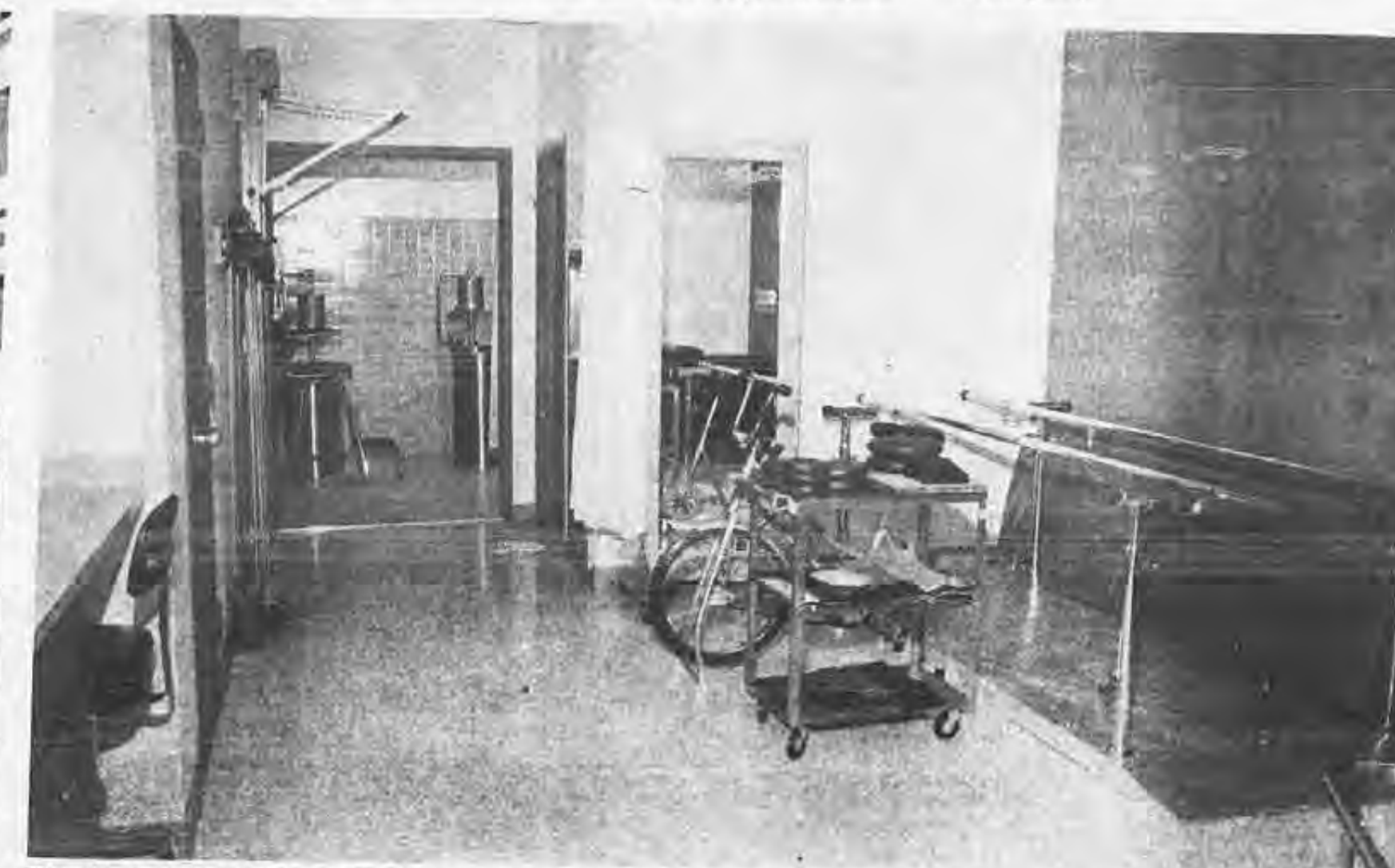
This is what it will take throughout the future to make the individual success of Nassau Bay the hallmark of the entire PHS system.



All rooms in the new hospital are either private or semi-private, accommodating no more than two patients, as shown here.



The pharmacy of the new hospital is a striking example of the modern facilities provided at Nassau Bay.



The physical therapy room provides a full range of up-to-date equipment for PHS patients. The hospital, the first new USPHS facility to open in over 40 years, offers complete inpatient and outpatient services.

SIU Atlantic, Gulf, Lakes
& Inland Waters
United Industrial Workers
of North America

PRESIDENT
Paul Hall
SECRETARY-TREASURER
Joe DiGiorgio
EXECUTIVE VICE PRESIDENT
Frank Drozak
VICE PRESIDENTS
Earl Shepard Lindsey Williams
Cal Tanner

HEADQUARTERS
675 4 Ave., Bklyn. 11232
(212) HY 9-6600

ALGONAC, Mich.
520 St. Clair River Dr. 48001
(313) 794-9375

ALPENA, Mich. 800 N. 2 Ave. 49707
(517) EL 4-3616

BALTIMORE, Md.
1216 E. Baltimore St. 21202
(301) EA 7-4900

BOSTON, Mass 215 Essex St. 02111
(617) 482-4716

BUFFALO, N.Y. 290 Franklin St. 14202
(716) TL 3-9259

CHICAGO, ILL. 9383 S. Ewing Ave. 60617
(312) SA 1-0733

CLEVELAND, Ohio
1290 Old River Rd. 44113
(216) MA 1-5450

DULUTH, Minn. 2014 W. 3 St. 58806
(218) RA 2-4110

FRANKFORT, Mich. P.O. Box D
415 Main St. 49635
(616) 352-4441

HOUSTON, Tex. 1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.
3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.
99 Montgomery St. 07302
(201) HE 5-9424

MOBILE, Ala. 1 S. Lawrence St. 36602
(205) HE 2-1754

NEW ORLEANS, La.
630 Jackson Ave. 70130
(504) 529-7546

NORFOLK, Va. 115 3 St. 23510
(804) 622-1892

PADUCAH, Ky. 225 S. 7 St. 42001
(502) 443-2493

PHILADELPHIA, Pa. 2604 S. 4 St. 19148
(215) DE 6-3818

PINEY POINT, Md.
St. Mary's County 20674
(301) 994-0010

PORT ARTHUR, Tex. 534 9 Ave. 77640
(713) 983-1679

SAN FRANCISCO, Calif
1311 Mission St. 94103
(415) 626-6793

SANTURCE, P. R. 1313 Fernandez, Juncos,
Stop 20 00909
(809) 724-2848

SEATTLE, Wash. 2505 1 Ave. 98121
(206) MA 3-4334

ST. LOUIS, Mo. 4581 Gravois Ave. 63116
(314) 752-6500

TAMPA, Fla. 2610 W. Kennedy Blvd. 33609
(813) 870-1601

TOLEDO, Ohio 935 Summit St. 43604
(419) 248-3691

WILMINGTON, Calif.
510 N. Broad St. 90744
(213) 549-4000

YOKOHAMA, Japan P.O. Box 429
Yokohama Port P.O. 5-6 Nihon Ohdori
Naka-Ku 231-91
201-7935

West Coast Stewards Halls

HONOLULU, Hawaii 707 Alakea St. 96813
(808) 537-5714

PORTLAND, Or. 421 S.W. 5th Ave. 97204
(503) 227-7993

WILMINGTON, Ca. 408 Avalon Blvd. 90744
(213) 834-8538

SAN FRANCISCO, Ca. 350 Fremont St. 94105
(415) 543-5855



Dispatchers Report for Deep Sea

SEPT. 1-30, 1978

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	10	0	0	8	2	0	6	2	2
New York	106	35	13	115	71	21	13	32	9
Philadelphia	12	4	0	8	6	0	18	5	0
Baltimore	31	5	6	22	9	1	55	15	8
Norfolk	12	7	5	23	19	9	17	3	0
Tampa	10	0	1	18	6	2	6	0	0
Mobile	31	6	0	12	2	1	35	8	0
New Orleans	71	12	4	80	39	4	110	16	8
Jacksonville	23	4	1	19	6	0	58	6	3
San Francisco	38	8	5	30	16	5	63	9	3
Wilmington	22	4	8	22	5	9	32	9	8
Seattle	43	7	6	43	14	5	53	7	10
Puerto Rico	11	2	0	16	8	2	24	3	0
Houston	87	20	10	109	41	13	110	21	5
Piney Point	0	2	0	0	11	0	0	0	0
Yokohama	0	0	0	7	1	0	5	1	0
Totals	507	116	59	532	256	72	725	137	56
ENGINE DEPARTMENT									
Boston	0	3	0	2	2	0	2	5	0
New York	77	35	6	96	57	11	119	64	9
Philadelphia	10	4	0	6	5	0	18	6	0
Baltimore	28	3	1	11	7	1	52	12	2
Norfolk	12	7	3	16	13	4	16	3	0
Tampa	7	2	2	7	5	0	6	4	2
Mobile	15	5	0	16	5	0	35	8	0
New Orleans	41	10	0	55	23	0	89	22	4
Jacksonville	26	8	2	19	6	0	44	14	2
San Francisco	34	9	2	26	16	2	57	6	1
Wilmington	11	5	0	6	3	1	25	6	5
Seattle	23	5	0	26	9	2	33	9	1
Puerto Rico	10	1	0	10	2	1	12	1	0
Houston	66	21	0	46	23	4	110	22	1
Piney Point	2	0	0	2	9	0	0	1	0
Yokohama	2	0	0	2	1	0	0	0	0
Totals	365	118	16	346	186	26	618	183	27
STEWARD DEPARTMENT									
Boston	4	2	0	5	0	0	2	5	0
New York	51	10	3	76	43	41	66	14	6
Philadelphia	4	0	0	4	1	0	9	1	0
Baltimore	11	1	3	9	6	1	24	5	3
Norfolk	15	2	1	11	7	1	19	2	2
Tampa	2	0	0	7	0	1	1	0	0
Mobile	16	2	0	7	1	0	22	3	0
New Orleans	25	6	0	53	21	1	52	9	1
Jacksonville	20	3	0	12	4	0	32	6	0
San Francisco	22	3	27	22	6	71	42	4	11
Wilmington	6	2	1	5	0	4	14	2	9
Seattle	10	1	6	19	8	1	20	1	9
Puerto Rico	6	1	2	5	1	1	10	1	2
Houston	25	5	0	40	13	12	52	7	2
Piney Point	1	4	0	1	29	0	0	0	0
Yokohama	0	1	0	2	0	0	1	1	0
Totals	218	43	43	278	140	134	366	61	45
ENTRY DEPARTMENT									
Boston	4	6	3				6	8	8
New York	34	99	121				40	119	222
Philadelphia	4	12	7				6	28	9
Baltimore	9	23	14				25	47	34
Norfolk	4	8	5				4	10	7
Tampa	3	7	2				3	5	2
Mobile	9	11	2				16	19	2
New Orleans	22	53	9				33	63	26
Jacksonville	11	20	7				14	40	15
San Francisco	16	22	35				31	30	42
Wilmington	4	9	30				7	28	71
Seattle	12	18	19				14	23	25
Puerto Rico	12	14	6				17	19	8
Houston	21	50	45				27	46	61
Piney Point	0	43	0				0	4	0
Yokohama	2	1	0				1	2	0
Totals	167	396	305				244	491	532
Totals All Departments	1,257	673	423	1,156	582	232	1,953	872	660

***Total Registered** means the number of men who actually registered for shipping at the port last month.
****Registered on the Beach** means the total number of men registered at the port at the end of last month.

Jobless Rate Edges to 6% in September; 6 Million Unemployed

WASHINGTON, D.C.—The U.S. jobless rate rose to 6 percent in September up from August's 5.9 percent.

However, joblessness among blacks and other minorities dropped from August's 11.7 percent to last month's 11.2 percent.

But teenage unemployment went up last month to 16.6 percent from August's 15.6 percent. A Labor Department economist explained that an unusually large number of jobs were created for teenagers this summer by the Government and the private sector and the September joblessness rise reflects the end of those programs.

Unemployment for adult men went

down slightly to 4 percent. The rate for adult women also dipped a little bit to 6 percent.

Overall total unemployment in September rose by 34,000 jobless to 6 million unemployed, according to the U.S. Labor Department's Bureau of Labor Statistics (BLS).

In line with the AFL-CIO's contention that the "true" unemployment rate should be 8 million, a new Conference Board report by 12 noted labor experts says that although the Federal Government pays out \$17 billion a year on the basis of various unemployment data—mainly state and local unemployment rates—much of this data is unreliable and misleading.

Conference Board labor analyst Leonard Lecht points out that "the unemployment rate... understates the relationship between joblessness and economic hardship in the 1970s... It fails to include many discouraged workers, people who have given up hope of finding a job."

An employment milestone was attained last month by adult women whose participation rate in the U.S. work force went over 50 percent for the first time. About 50.1 percent of the adult women either had jobs or were looking for them, up from 49.5 percent in August. Changing life styles and the inflation-induced need for a second family income have propelled more and

more women into the job market in recent years.

The percentage of adult males in the labor market remained unchanged at 79.4 percent.

The Bureau (BLS) reported that total employment went up last month by 290,000 jobs to 94.9 million persons employed in the nation. The figures show that the September gain did not keep pace with the increase in the size of the country's labor force which grew by 321,000 more during the month.

Non-farm payrolls in September declined by 58,000 to 86.1 million working there. The job total in manufacturing has held steady at about 20.3 million employed.

Ogden Willamette Committee



On Sept. 29 at a payoff of the *ST Ogden Willamette* (Ogden Marine) at Stapleton Anchorage, S.I., N.Y. the Ship's Committee got together for a group photo of (l. to r.) Engine Delegate Raymond Gomez, Recertified Bosun Leo Paradise, ship's chairman; Educational Director Julian Lopez and Chief Steward Edward Kelly, secretary-reporter.

Golden Monarch Committee



Making out patrolman's report late last month is N.Y. patrolman Teddy Babkowski (seated far left) at a payoff aboard the *ST Golden Monarch* (Apex Marine) at Stapleton Anchorage, S.I., N.Y. Looking on is the Ship's Committee of (seated l. to r.) Steward Delegate Lorenzo Rinaldi and Deck Delegate Sylvester Furtado. Standing (l. to r.) are Recertified Bosun Alejandro T. Ruiz, ship's chairman; Educational Director Ross A. Hardy and Chief Steward R. A. Clarke, secretary-reporter.

DEEP SEA

Notice to Members On Shipping Procedure

When throwing in for work during a job call at any SIU Hiring Hall, members must produce the following:

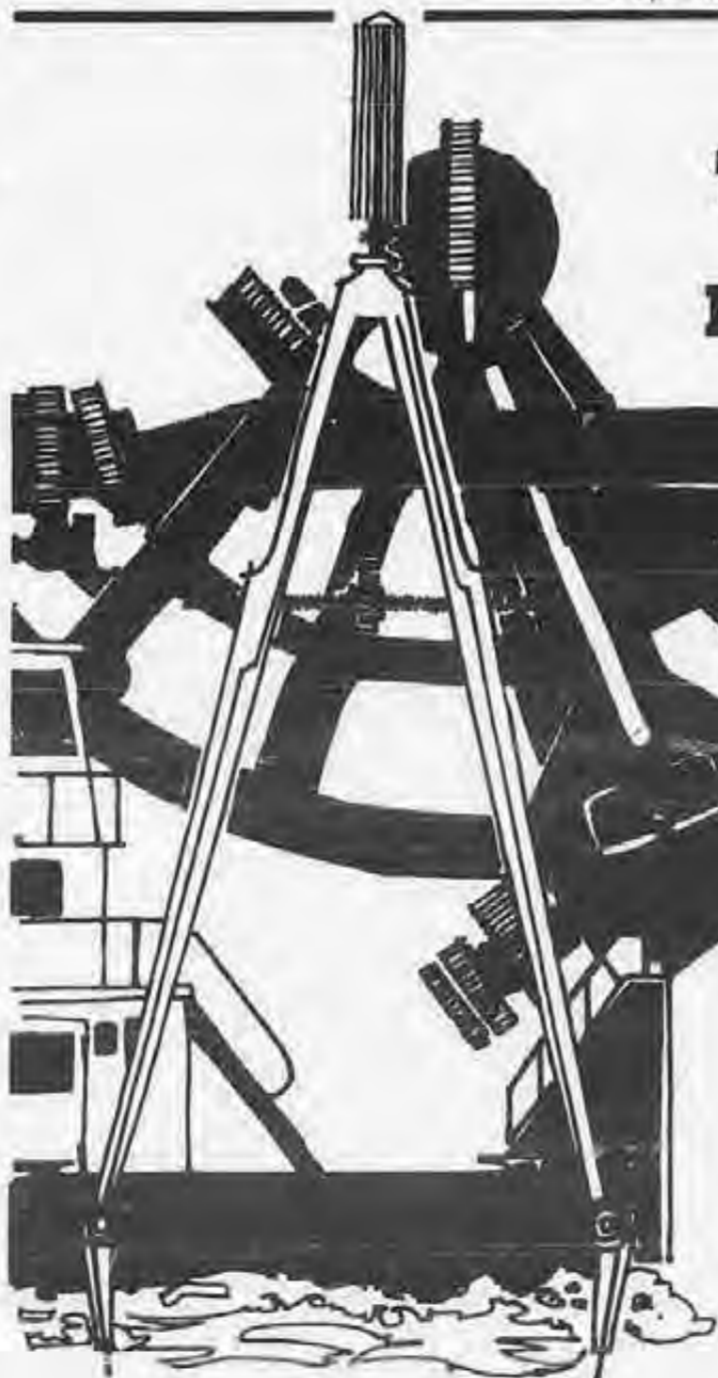
- membership certificate
- registration card
- clinic card
- seaman's papers
- valid, up-to-date passport

In addition, when assigning a job the dispatcher will comply with the following Section 5, Sub-section 7 of the SIU Shipping Rules:

"Within each class of seniority rating in every Department, priority for entry rating jobs shall be given to all seamen who possess Lifeboatman endorsement by the United States Coast Guard. The Seafarers Appeals Board may waive the preceding sentence when, in the sole judgment of the Board, undue hardship will result or extenuating circumstances warrant such waiver."

Also, all entry rated members must show their last six months discharges.

Further, the Seafarers Appeals Board has ruled that "C classification seamen may only register and sail as entry ratings in only one department."



The tools of your trade

Learn to make them work
for you

... Apply now
for the Transportation
Institute Towboat
Operator Scholarship

- Special three-month curriculum offered only at the Harry Lundeberg School
- Room, Board and Books Free
- Tuition free
- Weekly stipend of \$125
- Time spent in on-the-job training is Coast Guard approved as the equivalent of required wheelhouse time
- Day-for-day work time credit for HLS Entry Graduates

To apply, see your SIU Representative.

Personals

John L. Goforth

Mrs. Carol Goforth would like you to write her at Route No. 1, Box 165, McMinnville, Tenn. 37110.

Ling H. Kee

Your wife, Ava Kee, would like you to contact her at 210 102nd St., Apt. 2F, New York, N.Y. or call (212) 876-6237.

Junius Lacks

Your sister would like you to call her at (804) 572-3345. She says it is urgent.

John Wesley Minges

Please call the editor of the Log collect at (212) 499-6600, ext. 242.

Walter Mosley

Your wife, Vera, asks that you call her at (212) 287-0983 or write 2021 E. 41st St., Apt. 1A, Brooklyn, N.Y. 11225.

William L. Robinson, ex-Bosun of the *SS Point Susan*

Capt. Virgil L. Jones, Master of the *SS Point Susan*, asks that you contact him at Point Shipping Corp., 545 Madison Ave., New York, N.Y. with regard to your personal effects.

Frank Skendrovich

Your niece Mrs. Theresa Kimmel, would like you to call her at (212) 224-5405, after 6 p.m.

Gerardo Vega

Mr. Gilbert would like you to contact him at Alton Steamship Co., 17 Battery Pl., New York, N.Y. or call (212) 344-6340, with regard to money due you.

Fred Williams

Formerly of 850 Stedman Ave., Bronx, N.Y.

David McKenzie would like you to write him at 110-22 175th St., Jamaica, New York, or call (212) OL-7-7919.

Levy Lincoln Williamson

Your brother, Ivy Williamson, would like you to call him at (813) 439-1484 or write him at P.O. Box 1985, Winterhaven, Fla. 33880.

Dispatchers Report for Inland Waters

SEPT. 1-30, 1978

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	6	5	2	5	5	0	6	5	5
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	1	2	0	0	0	5	2	4
Mobile	5	0	0	0	0	0	12	1	0
New Orleans	5	4	11	1	1	2	5	9	27
Jacksonville	1	0	6	1	0	6	0	4	4
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	2	5	3	2	0	3	2	18
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	5	1	0	3	1	0	10
Houston	12	5	8	7	8	16	16	12	14
Port Arthur	3	5	53	3	4	18	3	2	137
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	7	12	13	4	9	15	13	16	17
Piney Point	0	40	0	0	36	0	0	7	0
Paducah	2	1	29	1	4	16	4	0	70
Totals	42	75	134	26	69	77	68	60	307
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	1	0	0	1	0	0	1	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	1
Jacksonville	0	0	0	0	0	0	0	1	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	2	0	0	1	0	0	4
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	3
Houston	1	1	1	0	1	6	3	0	1
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	1	1
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	1	0	0	0	0	0	1
Totals	1	2	4	0	2	7	3	3	11
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	2	0	0	2	1	0	2
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	1	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	0	0	0	0	1	1	0	2
Jacksonville	0	0	2	0	0	0	1	0	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	1	1	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	0	0	0	5
Houston	1	1	0	1	0	0	1	3	0
Port Arthur	0	0	2	0	0	0	0	0	2
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	1	2	1	0	1	0	1	3
Piney Point	0	3	0	0	3	0	0	1	0
Paducah	1	1	8	1	0	5	0	4	14
Totals	3	6	17	3	4	10	5	9	30
Totals All Departments	46	83	155	29	75	94	76	72	348

*"Total Registered" means the number of men who actually registered for shipping at the port last month.
**"Registered on the Beach" means the total number of men registered at the port at the end of last month.

A MESSAGE FROM YOUR UNION



BE HEADS-UP,
STICKOUTS
CAUSE LUMPS
PLAY IT
SAFE AT ALL
TIMES
□
○



Union Sailors Battled For \$30 a Month

This article, reprinted from the San Francisco Call of October 17, 1894, is a graphic description of one of the many waterfront battles that erupted as union seamen tried to improve wages and living conditions on ships sailing out of the West Coast in the 19th century.

This and other material from old newspapers and magazines dealing with the early days of the seamen's unions has been collected by the Seafarer's Historical Research Department.

SAILORS' WAGES

They Cause Trouble on the Water Front

HOT WORDS AND HARD BLOWS

The Police Are Called Upon to Interfere.

MRS. WILSON AND HER PISTOL.

Sea Captains Willing to Take Cheap Men—Busy Times at the British Consul's Office.

"When Greek meets Greek, then comes the tug of war," said a certain reputable poet once upon a time, and ever since then it has been popularly supposed that dire indeed is the struggle which follows the coming together of two natives of Hellas.

But in the light of the developments of

the past few days on the water front, the tug of war would pale into insignificance in comparison with the desperate melees which follow the meeting of non-union and union sailors and rival boarding-house masters.

Broken heads, rainbow lined eyes and battered countenances are more numerous now along the hilgy byways of the docks than ever before. In fact one of the fraternity who does not sport a countenance that bears some sign of a melee or an arm supported in a sling is looked upon as one who takes but little interest in his business.

The trouble is all about sailors' wages, not only those of the deep-water men, but those of the seamen who sail in the coasting vessels.

Among the coasters the union men want \$30 a month, and the Ship-owners' Association will not give more than \$25. During the past six or eight days several vessels have gone out with non-union crews on board, notwithstanding the union men have tried their very best to prevent them from being shipped.

The harbor police force has had its hands full to prevent bloody riots at the sailing of these vessels, so high did feeling run between the men. The union men felt that they were getting the worst of the deal in the shipments, and were naturally indignant at seeing their places supplied by outside men.

One of these rows occurred yesterday

morning in front of 42 Stuart street, where the Ship-owners' Association was trying to put a crew on board the steamer Elwell at the reduced rate.

Every effort was being made by the union men to induce the non-union men to remain on shore. Hot words and some blows were exchanged, and then a detachment of officers arrived from the North Harbor station and affairs became more quiet. At the request of Captain Ryder of the Elwell, which is lying at the seawall, Captain Dunleavy sent a couple of officers to guard the vessel until she sailed. At other points along the front rows are of everyday occurrence.

There are some hard characters seen around the water front now, engaged, according to the police, in shipping men at low rates on deep-water vessels whenever they can. As some of the outgoing vessels are chartered very low it is quite an object with the captains to get men as cheaply as possible. It is on this account that the boarding-masters engaged in that line meet with considerable success. Among others who are seen around is "Tommy" Lyons, an old-time character, who has just completed a term in San Quentin. Three years ago Lyons with three other men was caught on the Barbary Coast endeavoring to force their way into a lodging-house room, where a sailor who had money was known to be sleeping off the effect of a debauch. Lyons' companion was "sent up" for ten years and Tommy got three years. He is now around trying

to ship men at the old rate, and it was reported yesterday that he had secured the contract for supplying the large British ship Somali with a crew.

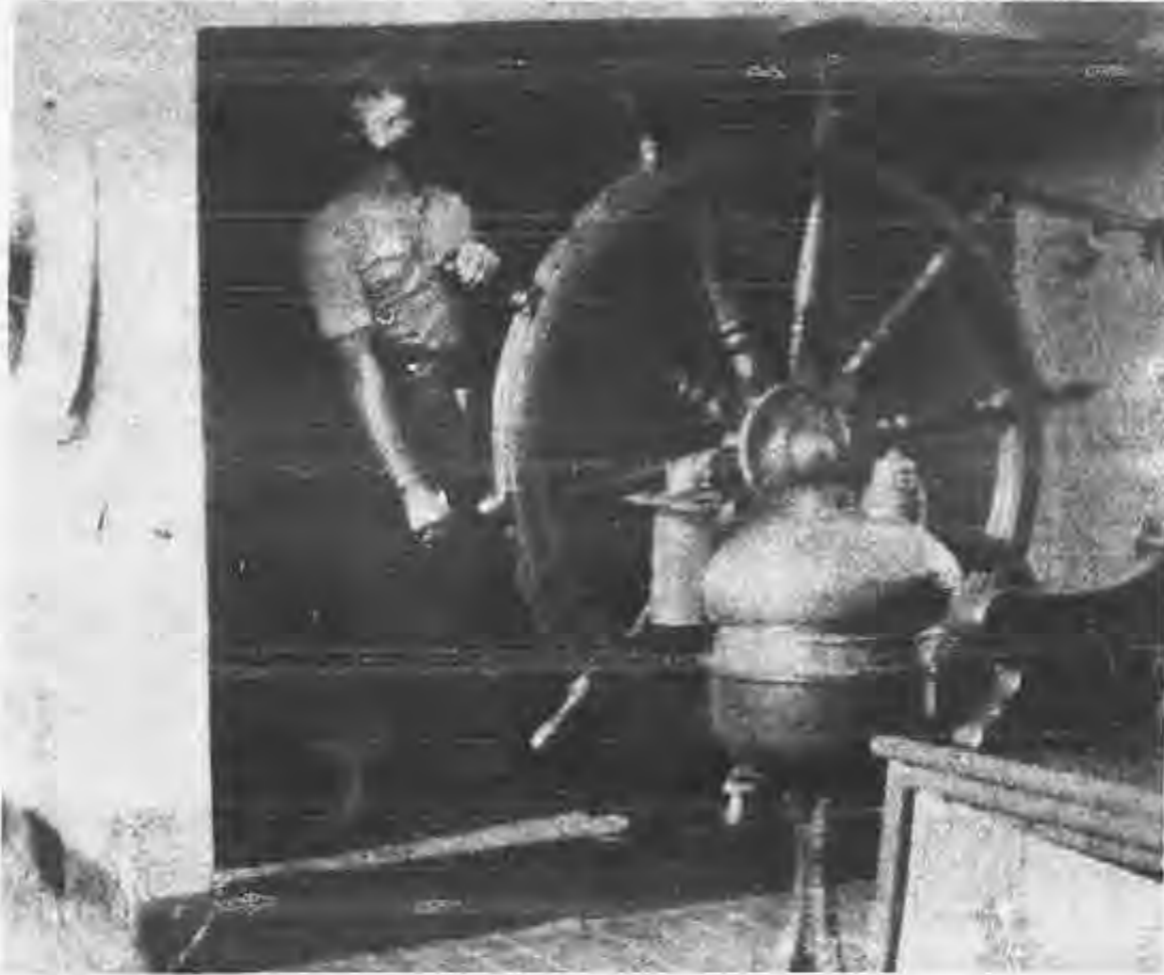
The enterprising Lyons is supposed to be the man who caused a row in Wilson's boarding-house at Sansome and Pacific street on Saturday night. At this place many sailors who are shipped at the consulate office are found. About forty drunken seamen presumably led by Lyons visited the place last Saturday night, and vowed all manner of threats against the place. Mrs. Wilson, who was in charge, is not a woman to be easily intimidated though, and drawing out a pistol she faced the men and threatened the first one that entered the place. Cowed by the sight of the weapon and the flash of the desperate woman's eyes the crowd withdrew.

Mrs. Wilson recognized several of the men in the crowd and yesterday swore out warrants for their arrest. Three were taken into custody.

At the office of the British Consul the excitement over the shipment of men continues. Throngs of boarding-masters and deep-water sailors are around the place from morning until late in the afternoon.

A crew for the British ship McMillan was secured yesterday from the Ship-owners' Association. Several more ships are expecting to get crews from the association.

Meanwhile the merry war goes on, and brawls and fights are numerous. It is to the credit of the harbor police that the toughest of the masters are suppressed summarily whenever they are found using bulldozing methods.



Digest of SIU Ships' Meetings



COASTAL CALIFORNIA (Coastal Gas Inc.), August 27—Chairman Ken McGregor; Secretary Jimmie Bartlett; Educational Director Johnny Quinter. \$16.25 in ship's fund. No disputed OT. Chairman discussed the importance of donating to SPAD. Advised that Miguel A. Nieves, Book No. 31837, had to be removed from the ship by helicopter. He had been badly burned by a steam line. A vote of thanks was extended to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port San Francisco.

JEFF DAVIS (Waterman Steamship), August 6—Chairman, Recertified Bosun George E. Annis; Secretary R. Collier; Educational Director A. Moore; Deck Delegate Jack Gomez; Engine Delegate Robert Stewart. No disputed OT. Chairman discussed the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. It looks as if we will have a very good voyage. Report to Log: "George E. Annis, the ship's chairman should be given more than a vote of thanks from the crew. He asked the port engineer for Waterman Steamship Corp. to put a Video-Cassette player on board for the crew, same as the engineers had. It was done. Also he takes the time to play his personal Video-Cassette tapes for the crew, and as we all know video-tapes are not cheap to come by. He has spent his money without help from the crew. We all say Thank You, George."

SEA-LAND COMMERCE (Sea-Land Service), August 20—Chairman, Recertified Bosun Lothar Reek; Secretary E. Caudill. \$70 in movie fund. No disputed OT. Chairman read the new contract and discussed the changes that have been made. Also the importance of donating to SPAD. The Logs were received and it was noted that after the Log is read it should be passed on to someone who hasn't read it. A vote of thanks to the steward department for good food and service. Observed one minute of silence in memory of our departed brothers. Next port Oakland.

ERNA ELIZABETH (Hudson Waterways), August 6—Chairman, Recertified Bosun W. E. Reeves; Secretary B. Fletcher; Deck Delegate John J. Kane; Steward Delegate Alphonse Hellinger. Chairman held a very good discussion on safety aboard ship. Also advised members to get their lifeboat and firefighting certificates, and to remember SPAD. Secretary reported that all members who go on the Panama Canal run to bring their heavy fishing gear. The fishing is good in Parita Bay. Red snapper is in season now. The steward and bosun caught seventeen of them. The Chief Steward shows the menu to the crew almost every night while at sea. He has cookouts and barbecues on the stern at least once every trip. No disputed OT. The Steward reported that he has two of the best young men in his department that he has ever seen on a ship. Gregor Skiba, crew messman and Michael Susman, bedroom utility, fine working young men and we should have more men like them. Everything is running smoothly.

FORT HOSKINS (Interocean Mgt. Corp.), August 13—Chairman, Recertified Bosun Willie D. Crawford; Secretary Harold V. Walker; Educational Director William O. Barrineau; Deck Delegate Joseph F. Crawford; Engine Delegate Scott A. Egdall; Steward Delegate Paul C. Stubblefield. Some disputed OT in deck and engine departments. Chairman advised that normal safety precautions will be taken such as skid pads foot of stair wells, hand rails installed in lower passageways; rubber mats for showers; pad eyes on deck painted white and emergency gear training. Next port Carteret.

BORINQUEN (Puerto Rico Marine Mgt.), August 20—Chairman, Recertified Bosun C. L. Gonzalez; Secretary W. Seltzer; Educational Director Keith Rice. \$7 in ship's fund. No disputed OT. All communications received were posted. Chairman asked all departments to work together and suggested that our new Brothers from the Union's entry training program read the Log and learn more about ship activities. A vote of thanks to the steward department for a job well done. Next port Elizabeth.

BALTIMORE (Sea-Land Service), August 13—Chairman, Recertified Bosun Jose L. Gonzalez; Secretary George W. Gibbons; Educational Director W. J. Dunnigan; Engine Delegate Frederick W. Neil. \$15.25 in ship's fund. Some disputed OT in deck department. Chairman requested that all repairs be reported right away. Also discussed the importance of donating to SPAD. Reminded all crewmembers that we have movies on board now so try to take care of the movie projector. A vote of thanks to the steward department for good food and service and to the deck watch standers for keeping the pantry and the messroom clean. Next port Elizabeth.

GUAYAMA (Puerto Rico Marine Mgt.), August 20—Chairman, Recertified Bosun William Velazquez; Secretary J. Prats; Educational Director John A. Speer; Deck Delegate W. Matthews; Engine Delegate H. F. Welch. No disputed OT. Chairman advised all crewmembers to upgrade at Piney Point so you can get a better job in the future. Also discussed the importance of donating to SPAD. Educational Director is going to try and get hard hats from the company to use during fire and boat drills for protection. A vote of thanks to the steward department for work well done.

SEA-LAND VENTURE (Sea-Land Service), August 20—Chairman, Recertified Bosun A. Caldera; Secretary Roy R. Thomas; Steward Delegate Walter Richmond. \$26 in ship's fund. Some disputed OT in deck and engine departments. Chairman held a discussion on the articles in the Log and the importance of donating to SPAD. Chairman also thanked the crew for making it an enjoyable trip. A vote of thanks to the steward department for good food and service. Observed one minute of silence in memory of our departed brothers. Next port New Orleans.

MOUNT WASHINGTON (Victory Carriers), August 27—Chairman, Recertified Bosun Jose A. Ruiz; Secretary B. Guarino; Educational Director Oscar Cooper; Deck Delegate Clyde Smith; Engine Delegate Johnny Caldwell; Steward Delegate John Cherry. No disputed OT. All communications were posted when received. Chairman gave a talk on the importance of taking advantage of the upgrading school at Piney Point and also on donating to SPAD. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

SEA-LAND FINANCE (Sea-Land Service), August 7—Chairman, Recertified Bosun James Pulliam; Secretary A. Reasko; Educational Director Hacker; Steward Delegate Eldon M. Cullerton. Chairman reported that the men should wait for their relief to come from the hall and to leave your rooms clean and your keys in the room for the next man. Educational Director reported that the Logs were received in Hong Kong and that members should go to Piney Point as soon as possible to upgrade. No disputed OT. A vote of thanks to the steward department for a job well done.

DELTA BRASIL (Delta Steamship), August 13—Chairman, Recertified Bosun W. F. Showers; Secretary A. Estrada; Educational Director H. Wells, Jr.; Deck Delegate Charles Johnson; Engine Delegate Hugh F. Wells; Steward Delegate Herbert Allen. \$940.12 in the ship and movie fund. Some disputed OT in deck department. Chairman held a discussion on the new contract, welfare benefits, vacation pay and time needed to apply for benefits. Also on the importance of upgrading and donating to SPAD. Observed one minute of silence in memory of our departed brothers. Next port Abidjan.

DELTA AFRICA (Delta Steamship), August 20—Chairman, Recertified Bosun Charles Hill; Secretary W. Wroten; Educational Director J. Johns; Deck Delegate James H. Lewis; Engine Delegate L. E. Bryant; Steward Delegate James Miller. No disputed OT. Chairman welcomed the former Marine Cooks and Stewards Union members to the Union. Instructed crewmembers to bring problems to department delegates as they arise. Also complimented the steward department for good food preparation and service. The crew messman V. Willis thanked the Ship's Chairman for action regarding improvement of boat service in Buenaventura. Next port Antofagasta.

GALVESTON (Sea-Land Service), August 6—Chairman, Recertified Bosun Jesse S. Lewis; Secretary D. O. Coker; Educational Director R. G. Nickalasky; Engine Delegate Arthur G. Anderson; Steward Delegate Donald M. King. No disputed OT. Chairman reported that it was the sad duty of the master, Capt. McCullough to dispose of the ashes of our departed brother, Frank Farmer while enroute to Anchorage, Alaska on August 5, 1978. It was the wishes of brother Farmer that he be buried at sea. His passing will be missed by many who knew and respected him. We of the SS Galveston share his surviving mother's grief and extend to her our deepest sympathy. Many of the Galveston's crew attended the burial services. Steward reported that the crew messman, Mark F. Gitling and the saloon messman, Ronald Jones are studying how to cook and bake with the help of the steward, D. O. Coker and assistance of the chief cook, Santiago Kinananahan, and are doing a good job. Observed one minute of silence in memory of our departed brothers.

OVERSEAS ARCTIC (Maritime Overseas), August 20—Chairman, Recertified Bosun M. M. Cross; Educational Director L. Pepper; Secretary R. De Boissiere; Deck Delegate R. C. Monroe; Steward Delegate J. Lynch. \$20 in ship's fund. No disputed OT. A special vote of thanks to the steward department for an excellent job while short two men. Chairman extended a vote of thanks to all department delegates for their cooperation. Observed one minute of silence in memory of our departed brothers.

PORTLAND (Sea-Land Service), August 6—Chairman, Recertified Bosun A. Waters; Secretary R. Geiling; Steward Delegate J. O'Hare. No disputed OT. Secretary reported that there is information on absentee voting in the officer's lounge. As there is only one manual, it was asked that it be returned immediately after studying same. Various and sundry safety factors were brought up under discussion and commented on. It was pointed out to the membership that each and every man should learn where the different types of fire extinguishers are located. Also that each man should learn what type to use on different types of fires. The membership was also asked not to scatter newspapers, magazines, books and other material over the crews lounge. Next port Anchorage.

Official ship's minutes were also received from the following vessels:

DELTA SUD
GALLOWAY
ZAPATA COURIER
SEA-LAND RESOURCE
SEA-LAND ECONOMY
SEA-LAND PRODUCER
SANTA MERCEDES
MARY
ZAPATA ROVER
ARIES
OVERSEAS ALASKA
OGDEN CHALLENGER
SEA-LAND CONSUMER
TAMPA
THOMAS LYNCH
DELTA COLUMBIA
PONCE
HUMACAO
JAMES
SEA-LAND EXCHANGE
CONNECTICUT
BEAVER STATE
JOHN TYLER
OVERSEAS ANCHORAGE
MAYAGUEZ
THOMAS NELSON
OVERSEAS ALEUTIAN
WALTER RICE
MOUNT EXPLORER
COLUMBIA
BOSTON
CANTIGNY
MOUNT VERNON VICTORY
MOHAWK
NEW YORK
MERRIMAC
ROSE CITY
OAKLAND
AMERICAN HERITAGE
SEA-LAND MC LEAN
DELTA PERU
TRANSINDIANA
STONEWALL JACKSON
DELTA NORTE
SUGAR ISLANDER
MASSACHUSETTS
POINT JULIE
PENNY
OVERSEAS JOYCE
BRADFORD ISLAND
ARECIBO
DELTA ARGENTINA
HOUSTON
BAYAMON
CHARLESTON
JACKSONVILLE
LONG BEACH

Lakes Safety Eyed At Edmund Fitzgerald Hearings

The tragedy of the *Edmund Fitzgerald*, a Great Lakes ore carrier which went down in Lake Superior in Nov., 1975, is over. Nothing can restore the 29 crewmembers aboard to life, or salvage the twisted wreck from the Lake's bottom.

But the controversy over the cause of the sinking—and how to avoid similar tragedies—rages on.

At recent hearings, the House Subcommittee on Coast Guard and Navigation of the Committee on Merchant Marine and Fisheries invited testimony from union, government and shipping association representatives on ways of improving vessel safety on the Lakes in the future.

The hearings were intended, according to a subcommittee aide, as a means of determining, "what had been done, what steps had been taken since the *Fitzgerald* sinking to prevent such things from happening again."

Just as the theories on why and how the *Fitzgerald* went down differ, so safety recommendations offered by witnesses before the Subcommittee took different tacks.

Representing MEBA-District 2, Melvin H. Pelfrey, executive V.P. of the union, cited the fact that the *Fitzgerald* had been sailing with three-and-one-half feet less freeboard than called for by her designers.

"The *Edmund Fitzgerald*," Pelfrey said, "was one of several Great Lakes ships that had, since 1969, been allowed by the Coast Guard to operate with deeper draft."

Vessel Overloaded

Because the vessel was overloaded, Pelfrey contended, her ability to maneuver in a storm was severely undermined.

Pelfrey urged that the Coast Guard act immediately to rescind amendments to pre-1969 load line regulations which allow Lakers to carry more cargo than they were built to handle.

He stressed the need for development of a load line criteria which would allow only "a minimum amount of water to wash on deck under any conditions until existing ships can be retrofitted with watertight bulkheads between cargo compartments."

The Coast Guard representative at the hearings hedged on the issue of returning to pre-1969 freeboard minimums. Rear Admiral Henry H. Bell told the Subcommittee the Coast Guard had been focusing, instead, on "comprehensive loading manuals to prevent hazardous load distributions."

In addition, Admiral Bell said the CG now required new lifesaving equipment and improvements to existing equipment aboard Lakes vessels, and more comprehensive Coast Guard inspection procedures.

The SIU has long contended that insufficient Coast Guard inspections are to blame for many health and safety violations aboard Lakers. In a statement submitted to Rep. Mario Biaggi (D-N.Y.), the chairman of the subcommittee, SIU Executive V.P. Frank Drozak and Algonac Port Agent Jack

Bluitt recommended a broad range of proposals covering many areas of vessel safety on the Great Lakes.

The Union's suggestions included the following:

- A complete review of minimum manning requirements on Great Lake ships.

- Continued, annual Coast Guard inspections of Great Lakes vessels including tests on the hull for metal fatigue.

- Additional Coast Guard inspections of winter-run ships because of the stress of ice navigation.

- Immediate improvements should be required by the Coast Guard in the watertight integrity of Lakes ships. These improvements would allow sufficient separation in the hull of each vessel so that any fractured section of the hull would float and crewmen would have enough time to get off the ship.

A need for fixed, rather than floating navigation aids and the possibility of using marine traffic controllers on the Lakes were also suggested by the SIU.

Better navigation aids and improved lifesaving equipment were the thrust of

Lake Carriers' Assoc. President Paul E. Trimble's suggestions to the subcommittee.

Trimble said capsule-type fiberglass lifeboats, which are currently being tested for Great Lakes use, are preferable to conventional lifeboats.

He also said that, had the *Fitzgerald* been equipped with specially designed survival suits, "it is likely the crew would have survived."

These exposure suits, which enable the wearer to survive for an extended period in extremely cold water, are now required equipment aboard Lakes vessels.

Pressure from both the SIU and MEBA was directly responsible for Coast Guard approval of the suits and the following requirement that they be supplied on all Great Lakes ships by the operators.

The subcommittee hearings marked the first public discussion of the *Edmund Fitzgerald* disaster and related safety issues since the Coast Guard and National Transportation Safety Board completed their investigation on the sinking last spring.



Dispatchers Report for Great Lakes

SEPT. 1-30, 1978	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac (Hdqrs.)	49	19	4	70	54	6	20	4	7
ENGINE DEPARTMENT									
Algonac (Hdqrs.)	44	21	2	51	32	2	25	11	2
STEWARD DEPARTMENT									
Algonac (Hdqrs.)	8	4	0	15	13	0	7	3	3
ENTRY DEPARTMENT									
Algonac (Hdqrs.)	55	88	34	0	0	0	32	64	80
Totals All Departments	156	132	40	136	99	8	84	82	92

*"Total Registered" means the number of men who actually registered for shipping at the port last month.
**"Registered on the Beach" means the total number of men registered at the port at the end of last month.

Delta Mar Carries Revved Up Relics for U.S. Car Lovers

The finish line was the port of Montevideo. The prize for the finishers was an ocean voyage to Houston, Tex. And all the participants were Model A

Fords, dating from 1930 to 1936. The Model A's made up part of a recent cargo for the SIU-contracted *Delta Mar*. They were racing to the

stone-paved dock at Montevideo where they were loaded aboard the ship via LASH barge and brought to Houston to be sold as collector's items.

The unusual cargo isn't an unusual sight to the Seafarers who crew *Delta* vessels. The company regularly moves the relics from Argentina, Brazil and Uruguay to ports in the U.S.

But the 15 antique automobiles the *Delta Mar* carried last July was the

largest single shipment of its kind ever moved on a *Delta* ship.

Actually, 16 of the automotive old-timers revved-up at the starting line. But one little number, dated 1931, encountered engine trouble along the way and missed the sailing. Still, 15 finishers out of a field of 16 isn't a bad average for any car rally, much less one where the machines in the running have been running for over 40 years.

MEMBERSHIP MEETINGS' SCHEDULE

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Nov. 6	2:30 p.m.	7:00 p.m.
Philadelphia	Nov. 7	2:30 p.m.	7:00 p.m.
Baltimore	Nov. 8	2:30 p.m.	7:00 p.m.
Norfolk	Nov. 9	9:30 a.m.	7:00 p.m.
Jacksonville	Nov. 9	2:00 p.m.	—
Algonac	Nov. 10	2:30 p.m.	—
Houston	Nov. 13	2:30 p.m.	7:00 p.m.
New Orleans	Nov. 14	2:30 p.m.	7:00 p.m.
Mobile	Nov. 15	2:30 p.m.	—
San Francisco	Nov. 16	2:30 p.m.	—
Wilmington	Nov. 20	2:30 p.m.	—
Seattle	Nov. 24	2:30 p.m.	—
Piney Point	Nov. 11	10:30 a.m.	—
San Juan	Nov. 9	2:30 p.m.	—
Columbus	Nov. 18	—	1:00 p.m.
Chicago	Nov. 14	—	—
Port Arthur	Nov. 14	2:30 p.m.	—
Buffalo	Nov. 15	—	—
St. Louis	Nov. 17	2:30 p.m.	—
Cleveland	Nov. 16	—	—



Parked dockside in Montevideo, Uruguay, the Model A's wait to be loaded aboard the *Delta Mar* for transport to Houston.

Bravery Is the Mark of American Seamen

Numerous SIU Crews, Members Honored With AOTOS Awards

Bravery and devotion to duty have always been the trademarks of American seamen. Hundreds of SIU members every year perform acts of bravery to help a mate in trouble, while at the same time putting their own lives on the line.

Most of these unselfish acts go unnoticed by everyone except the people involved. And it's a shame because all of these brave people deserve an award.

However, once in awhile a special act of bravery is reported and a seaman gets the recognition he deserves.

Each year, the Admiral of the Ocean Seas (AOTOS) tries to single out such incidents and honor those who have earned it. At this year's dinner, held recently, the SIU crews of two tugs and two deep sea vessels as well as a number of individual SIU members were named for their acts of bravery.

Following are the stories of how these AOTOS awards were won:

* * *

SIU hero winner of the AOTOS Mariner's Rosette Award, "In recognition of outstanding courage and devotion to duty," was Seafarer **Harold N. Wallace** for his actions aboard the VLCC *New York*.

"I'm glad to be alive," said Seafarer Wallace recovering in a Cape Town, South Africa hospital late last January with the supertanker's master, Capt. Robert Fulton, after both had been overcome by gas fumes when Wallace made two futile attempts, and Fulton one, to save the life of Chief Mate

Joseph Robida, who had fallen 25 meters to the bottom of an empty oil tank hold.

Only on her fourth voyage, the 265,000 dwt *New York* was enroute to the Persian Gulf from South America when the chief mate, with flashlight and walkie-talkie, climbed slowly down into the already cleaned tank to check a possible faulty valve.

On deck with his walkie-talkie and looking into the tank, Wallace, of Brooklyn, N.Y., who started sailing in 1968, saw the mate's flashlight fall to the bottom. He tried to raise the mate with his walkie-talkie without success. He summoned the captain standing nearby. Then he went down the tank's ladder to the aid of his stricken shipmate. Inside, he became lightheaded and his arms and legs became paralyzed. Struggling up the ladder, he made the deck and fell unconscious.

Thereupon, Capt. Fulton entered the tank trying to reach the mate only to suffer the same fate as Wallace.

Two other Seafarers in turn, equipped with fresh air breather masks and safety harnesses, descended into the tank, but neither could get to the mate.

Regaining consciousness, Wallace donned a mask and harness to reenter the tank carrying a harness for the mate. Below, he found the mate beyond relief. Coming up, Wallace had his second brush with death. Again he experienced the buzzing sensation in his head from the poisonous fumes. Only by ripping off his mask and trousers using them as a fan to disperse the pockets of deadly gas did he survive.

Later, Wallace and the captain were taken to the hospital via a South African Navy rescue launch and helicopter.

* * *

The AOTOS Mariner's Rosette and Plaque also were awarded to the crew of the Tug *Mariner* (IOT) and her gallant Capt. **John S. Blank**—a 52-year veteran of the inland field—and **AB Jeffery M. King**—a 1977 Piney Point grad and University of Connecticut junior—for their exploits on Nov. 6, 1977.

In the incident, a young barge tanker man was killed when 67,000 barrels of hot liquid asphalt exploded in the stern of the 380-foot *Interstate Barge 71* (IOT) in Narragansett Bay, R.I. while the Tug *Mariner* was towing her.

The official plaque citation says the *Mariner* "maneuvered alongside the burning barge *Interstate 71* which had suffered three casualties in an explosion in Narragansett Bay, and at great personal risk succeeded in rescuing the remaining crewmen."

Only a year earlier, Capt. Blank on the *Mariner* rescued eight Boatmen off an oil barge which had rammed and sunk the Tug *Eileen C.* drowning the tug's cook in Buzzard's Bay, Mass.

Capt. Blank said the *Mariner's* deck gang including AB King were hauling in the barge's hawser when they saw flames suddenly erupt on the aft port side in a cargo tank of the barge. Blank said he immediately sent out a May Day to the Coast Guard and U.S. Navy fire units, who later put out the blaze. He said he also ordered his wheelsman to double-back to the blazing barge several hundred feet astern to save the barge crew.

Meanwhile, on the barge in dense smoke amid sheets of flame, Blank said he saw Tankerman **John Allman** "... grab a fire extinguisher and creep within several feet of the late Tanker-



Seafarer Harold Wallace was at sea when the AOTOS awards dinner was held. But here is a photo of him and son, Anwa, taken shortly after his act of heroism.

man Ronald Coyle and tried to reach him. . . .

"... Tankerman **Joe Klineburger**," Blank continued, "came as close as he could behind Allman with **Mate Peter Bishop**, who had boarded the barge from the *Mariner*. Brother Allman continued his efforts, which became futile almost at once and then retreated and went below deck to shut down all generators and other equipment as the flames increased."

After Blank ordered the men off the barge, he added, "Moments later it blew a second time on the starboard side completely demolishing the deck area where Allman had passed twice and knocking a pump house forward 20 feet."

Blank termed Allman's effort to reach Coyle "unbelievably beyond the call of duty and in the finest tradition of the Brotherhood of the Sea." He also said that Klineburger and Bishop "acted most courageously in their backup efforts."

Capt. Blank is a former member of the ISU and a U.S. Navy veteran during World War II.

* * *

Capt. **Walter Williams**—who joined the SIU in the port of New Orleans in

1957—and crew of the tug *Dixie Progress* (Dixie Carriers) were cited and decorated for their deeds on Oct. 23, 1977.

Their citation read "While proceeding eastward along the Gulf Coast, responding to a May-day from the burning *M/V Botrue 24* and rescued the crew, who had abandoned ship."

* * *

Again on the deep side, Seafarers and Capt. **A. K. Jaskier** of the *ULCC Overseas Chicago* (Maritime Overseas) were cited for their actions on July 15, 1977.

Their citation read:

"Off the Gulf of Alaska an alert lookout sighted a liferaft with four survivors (one dead) from the sunken fishing boat *Pacific Surf*, who were safely taken aboard."

* * *

Finally, Capt. **M. Frangos** and Seafarers of the *ST Merrimac* (Ogden Marine) were decorated for their heroics on Jan. 23-4, 1977:

"While steaming off Norfolk for Amsterdam, responded to distress flares from the ship *Rampart* (a fishing smack) and rescued all hands (two men and a woman) from the foundering vessel."



SIU Capt. John Blank, right, receives his AOTOS award and a handshake of congratulations from Andrew Gibson, former head of the Maritime Administration, now president of Maher Terminals. Gibson was himself a former AOTOS winner.



SIU Capt. Walter Williams (left) of Dixie Carriers receives congratulations on his award from Archie Wilson, president of the towing company.

AOTOS Names Murphy True Friend of U.S. Maritime

New York—Rep. John M. Murphy (D-N.Y.) chairman of the House Merchant Marine and Fisheries Committee, received the 1978 Admiral of the Ocean Sea (AOTOS) Award from the maritime industry last month for "the person who has done the most to advance the cause of American flag shipping each year."

In accepting the AOTOS award, a silver statuette of Christopher Columbus, Congressman Murphy quipped that he was a West Pointer who was now an admiral.

But he turned serious very quickly and warned that the U.S. "must have a maritime cargo policy" since "... much of America's pre-eminence in the

commerce of the world is not-so-slowly slipping away."

Adding that "clearly, the United States merchant marine is in a state of crisis," Murphy pointed out that the country's foreign trade carried on U.S. flag ships dropped to 4.5 percent last year. He stressed that unless "immediate steps" are taken soon, the merchant marine fleet "will either be non-existent or nationalized."

Speaking before 900 officials of the Government, the military, industry and organized labor, Congressman Murphy emphasized that "... We have reached a point where the Congress must decide whether or not the United States is going to have a continuing, viable merchant marine."

Murphy then added that he intends "to see to it that we develop a realistic national maritime policy which will insure the continuity of this vital aspect of the American economy and security."

Declaring that the trend must be reversed, Murphy said, "now, Liberia's fleet is number one in the world... as well as the number one recipient of the U.S. maritime investment dollar..." He further explained that, "Americans paid \$3.5 billion to foreign flag vessel operators for the transport of American trade in 1976, money which might have gone to American ships, American jobs and American economic support."

In conclusion, the New York Congressman summed up that "Essentially, the basis for most of the solutions for revitalization of the U.S. merchant marine are rooted in a single word—cargo."

To get that cargo, Murphy said, legislation is needed for control of entry into the U.S. liner trades; pooling and cargo sharing; bilateral trade agreements, and the establishment of controlled carrier legislation to block predatory pricing and rate cutting by the



Rep. John Murphy (left), winner of this year's Admiral of the Ocean Seas award, receives congratulations and a pat on the back from SIU Executive Vice President Frank Drozak.

U.S.S.R. and other state-owned carriers.

The Admiral of the Ocean Sea Award was first given in 1493 by King Ferdinand and Queen Isabella of Spain

to Columbus when he returned there after discovering the new world. It was revived in 1970 by the United Seamen's Service which runs recreation centers for merchant seamen all over the world.



Rep. John Murphy (D-N.Y.)

Heroic Group of Merchant Seamen Get Deserved Recognition



Group shot shows the AOTOS awards winners with SIU Executive Vice President Frank Drozak (standing center). SIU members in the photo include: Capt. John Blank (standing to Drozak's left); Jeff King (standing second from right), and Capt. Walter Williams (kneeling second from left).



Terrell Jefferson Stafford, Jr., 65, joined the SIU in 1947 in the port of Galveston sailing as a fireman-watertender. Brother Stafford is a veteran of the U.S. Navy in World War II. He was born in Le Compte, La. and is a resident there.



Recertified Bosun Charles J. Frey, 61, joined the SIU in 1943 in the port of Norfolk. Brother Frey graduated from the Recertified Bosuns Program in March 1975. Seafarer Frey was born in Morrow, Ohio and is a resident of Altoona, Fla.



George W. Harding, 55, joined the SIU in 1949 in the port of New York sailing as a bosun. Brother Harding sailed 33 years and during World War II. Born in Essex, England, he is a naturalized U.S. citizen and is a resident of Alameda, Calif.



John M. Kelly Jr., 52, joined the SIU in 1943 in the port of New York sailing as a bosun. Brother Kelly hit the bricks in the 1965 District Council 37 beef. He is a veteran of the U.S. Army Intelligence Corps during the Korean War. Seafarer Kelly was born in Mississippi and is a resident of Mobile.



Heath Pressley, 58, joined the SIU in the port of New York in 1955 sailing as a cook. Brother Pressley sailed 31 years. He is a veteran of the U.S. Army in World War II. Seafarer Pressley was born in Charlotte, N.C. and is a resident of Long Beach, Calif.



Raymond G. Collet, 62, joined the SIU in 1940 in the port of Savannah sailing as an AB. Brother Collet sailed for 33 years. He walked the picketline in the 1961 Greater N.Y. Harbor strike. Seafarer Collet is a veteran of the U.S. Coast Guard in World War II. A native of New Jersey, he is a resident of San Diego, Calif.



John O'Dea, 57, joined the SIU in 1946 in the port of New York sailing in the deck department. Brother O'Dea sailed 36 years. He is also a sheet metal worker. Seafarer O'Dea was born in Philadelphia and is a resident of San Francisco.



James K. Pursell, 61, joined the SIU in 1938 in the port of Mobile sailing as a chief steward. Brother Pursell sailed 38 years. He was born in Mississippi and is a resident of Mobile.



Walter Lescovich, 66, joined the SIU in the port of New York in 1965 sailing as a chief steward. Brother Lescovich sailed 26 years. He also participated in an organizing drive at Suwanee Steamship in 1960. Seafarer Lescovich was originally a member of the NMU. He is a veteran of the U.S. Coast Guard Artillery before World War II. Born in Watervliet, N.Y., he is a resident of Jacksonville, Fla.



Clifford B. Miller, 64, joined the Union in the port of Buffalo, N.Y. in 1961 sailing as an oiler, scowman and deckhand for the Great Lakes Dredge and Dock Co. from 1936 to 1978. Brother Miller was also a member of the International Dredge Workers Protective Assn. Laker Miller is a veteran of the U.S. Air Force during World War II. He was born in Buffalo and is a resident there.

NEW PENSIONERS



Charles E. Sharp, 55, joined the SIU in 1947 in the port of Baltimore sailing as a fireman-watertender. Brother Sharp is a veteran of the U.S. Navy in World War II. He was born in Baltimore and is a resident there.



Luke A. Ciamboli, 47, joined the SIU in the port of New York in 1952 sailing as a fireman-watertender and ship's delegate. Brother Ciamboli sailed 32 years and participated in the Korean and Vietnam War sealifts. He is a veteran of the U.S. Air Forces in World War II. Seafarer Ciamboli was born in West Orange, N.J. and is a resident of San Francisco.



James F. Clark, 54, joined the SIU in 1943 in the port of New York sailing in the steward department. Brother Clarke rode the Bull Line in 1957. He was born in Philadelphia and is a resident of Houston.



Thomas Conway, 66, joined the SIU in 1948 in the port of New York sailing as a chief steward. Brother Conway rode the Isthmian Line from 1963 to 1964. He was a member of the SIU of Canada in 1951. Seafarer Conway was wounded helping in the evacuation of British forces from Dunkirk, France at the beginning of World War II. He was born in Ireland and is a resident of San Francisco.



Aleksander Czerwinski, 64, joined the SIU in the port of New York sailing as a fireman-watertender. Brother Czerwinski sailed 42 years. He attended the MEBA District 2 School of Marine Engineering, Brooklyn, N.Y. for 2nd assistant engineer training in 1966. Seafarer Czerwinski was born in Poland and is a resident of Elmira Heights, N.Y.



Walter E. Fitzgerald, 76, joined the SIU in the port of Jacksonville in 1967 sailing as a chief electrician. Brother Fitzgerald is a veteran of the U.S. Navy in World War I. His son, Walter, Jr. sails as a chief cook. Seafarer Fitzgerald is also a radio and TV technician. Born in Omaha, Ga., he is a resident of Jacksonville.



Richard J. Koch, 62, joined the SIU in the port of New York in 1956 sailing as a chief pumpman. Brother Koch sailed 32 years. He was born in Newark, N.J. and is a resident of Texas City, Tex.



Leonard F. Clark, 62, joined the Union in the port of Sault Ste. Marie, Mich. in 1960 sailing as a dredgeman for the Great Lakes Dredge Co. from 1960 to 1978. From 1948 to 1950, Brother Clark was a member of the United Auto Workers Union. He was born in Choteau, Mont. and is a resident of Bonita Springs, Fla.



Frank Gennusa, 65, joined the Union in Port Arthur in 1969 sailing as a cook on the tugs *Trojan*, *Ulean* and *Hercules* for Sabine Towing and Transportation Co. from 1961 to 1978. Brother Gennusa was a former member of the NMU. He was born in Buffalo, N.Y. and is a resident of Port Arthur.



Edward F. Sager, 66, joined the SIU in the port of San Francisco in 1954 sailing as a chief cook. Brother Sager sailed 27 years. He is a former member of the Marine Cooks and Stewards Union. Seafarer Sager is a veteran of the U.S. Navy in World War II. Born in Missoula, Mont., he is a resident of San Francisco.



Raymond F. Gorju, 60, joined the SIU in 1945 in the port of New York sailing as a fireman-watertender. Brother Gorju sailed 46 years. He was born in France and is a resident of Jackson, Ala.



David B. Ramirez, 50, joined the SIU in 1944 in the port of New Orleans sailing as a bosun. Brother Ramirez sailed 32 years and rode the Bull Line in 1962. He is a veteran of the U.S. Navy in World War II. Born in Tampa, he is a resident of Mobile.



Rafael V. Saldana, 55, joined the SIU in 1944 in the port of New York sailing as a bosun. Brother Saldana sailed 35 years. He was born in Puerto Rico and is a resident of San Francisco.



Haywood Scheard, 75, joined the SIU in 1938 in the port of Mobile sailing 38 years in the steward department. Brother Scheard was born in Alabama and is a resident of Mobile.



Cecil C. Gates, 56, joined the SIU in 1941 in the port of Mobile sailing as a bosun. Brother Gates sailed for 38 years and rode the Robin Line. He walked the picketline in the 1961 N.Y. Harbor strike. Seafarer Gates was an AB in the Oakland, Calif. Sea-Land Shoregang from 1969 to 1978. And he is a veteran of the pre-World War II U.S. Army. Born in Thomasville, Ala., he is a resident of Pleasant Hill, Calif.



Terrell J. Nesbitt, 61, joined the SIU in the port of New Orleans in 1956 sailing fireman-watertender and deck maintenance. Brother Nesbitt was on the Delta Shoregang in New Orleans from 1952 to 1978. He is a veteran of the U.S. Navy in World War II. Seafarer Nesbitt was born in Gretna, La. and is a resident of Abita Springs, La.



Russell D. Newberry, 65, joined the Union in the port of Norfolk in 1961 sailing as a chief engineer for the Curtis Bay Towing Co. from 1947 to 1978. Brother Newberry was born in South Norfolk and is a resident of Kill Devil Hills, N.C.



Delbert E. Shields, 61, joined the SIU in 1943 in the port of New York sailing as a bosun. Brother Shields sailed 39 years. He hit the bricks in the 1961 N.Y. Harbor strike. A native of Athens, Ohio, he is a resident there.



Roy F. Wade, 69, joined the Union in the port of Detroit in 1960 sailing as an AB. Brother Wade sailed 28 years. He is a veteran of the U.S. Navy in World War II. Laker Wade was born in Place, Mich. and is a resident of Manistee, Mich.

Legal Aid

In the event that any SIU members have legal problems in the various ports, a list of attorneys whom they can consult is being published. The member need not choose the recommended attorneys and this list is intended only for informational purposes.

The following is a list of recommended attorneys throughout the United States:

NEW YORK, N.Y.—Schulman & Abarbanel
350 Fifth Avenue
New York, N.Y. 10001
Tel. #(212) 279-9200

BALTIMORE, MD.—Kaplan, Heyman, Greenberg, Engelman & Belgrad
Sun Life Building
Charles & Redwood Streets
Baltimore, Maryland 21201
Tele. #(301) 539-6967

HOUSTON, TEX.—Combs, Archer & Peterson
Americana Building
811 Dallas Street
Houston, Texas 77002
Tele. #(713) 659-4455

TAMPA, FLA.—Hamilton, Douglas and Bennett, P.A.
2620 W. Kennedy Blvd.
Tampa, Fla. 33609
Tel. #(813) 879-9482

SAN FRANCISCO, CALIF.—John Paul Jennings, Henning and Walsh
100 Bush St., Suite 1403
San Francisco, Calif. 94104
Tel. #(415) 981-4400

ST. LOUIS, MO.—Gruenberg & Sounders
721 Olive Street
St. Louis, Missouri 63101
Tele. #(314) 231-7440

NEW ORLEANS, LA.—Dodd, Barker, Boudreaux, Lamy & Gardner
1400 Richards Building
837 Gravier Street
New Orleans, Louisiana 70112
Tele. #(504) 586-9395

LOS ANGELES, CALIF.—Bodle, Fogel, Julber, Reinhardt, Rothschild & Feldman
5900 Wilshire Boulevard
Los Angeles, Calif. 90036
Tel. #(213) 937-6250

MOBILE, ALA.—Simon & Wood
1010 Van Antwerp Building
Mobile, Alabama 36602
Tele. #(205) 433-4904

DETROIT, MICH.—Victor G. Hanson
19268 Grand River Avenue
Detroit, Michigan 48822
Tele. #(313) 532-1220

FALL RIVER, MASS.—Patrick H. Harrington
56 N. Main Street, Bennett Bldg.
Fall River, Mass. 02720
Tele. #(617) 676-8206

SEATTLE, WASH.—Vance, Davies, Roberts, Reid & Anderson
100 West Harrison Plaza
Seattle, Washington 98119
Tele. #(206) 285-3610

CHICAGO, ILL.—Katz & Friedman
7 South Dearborn Street
Chicago, Ill. 60603
Tele. #(312) 263-6330

NMC Ads Promote U.S. Merchant Fleet

Below is one of the many ads that the National Maritime Council is running in the national news media. To encourage support for a strong U.S. merchant marine, the NMC is running these ads in some of the major news publications, such as, *Time* and *Newsweek*. The Council wants to encourage American business to ship on U.S.-flag ships. So the ads are also running in business oriented publications like the *Wall St. Journal*.

The National Maritime Council is composed of company and union representatives who are interested in promoting a viable U.S. merchant marine.

We've had smooth sailing for six years.

Not calm seas. Not water "smooth as glass." But smooth enough that the U.S. flag shipping industry has achieved a level of service efficiency and maritime labor stability unique in the history of our country.

How? It really began with the Merchant Marine Act of 1970. This piece of legislation sparked a common purpose among leaders of the shipbuilding, shipping, labor, and other factors involved in maritime affairs. A cooperative spirit developed that culminated in the formation, in 1971, of the National Maritime Council...a unique combination of management and labor working toward one

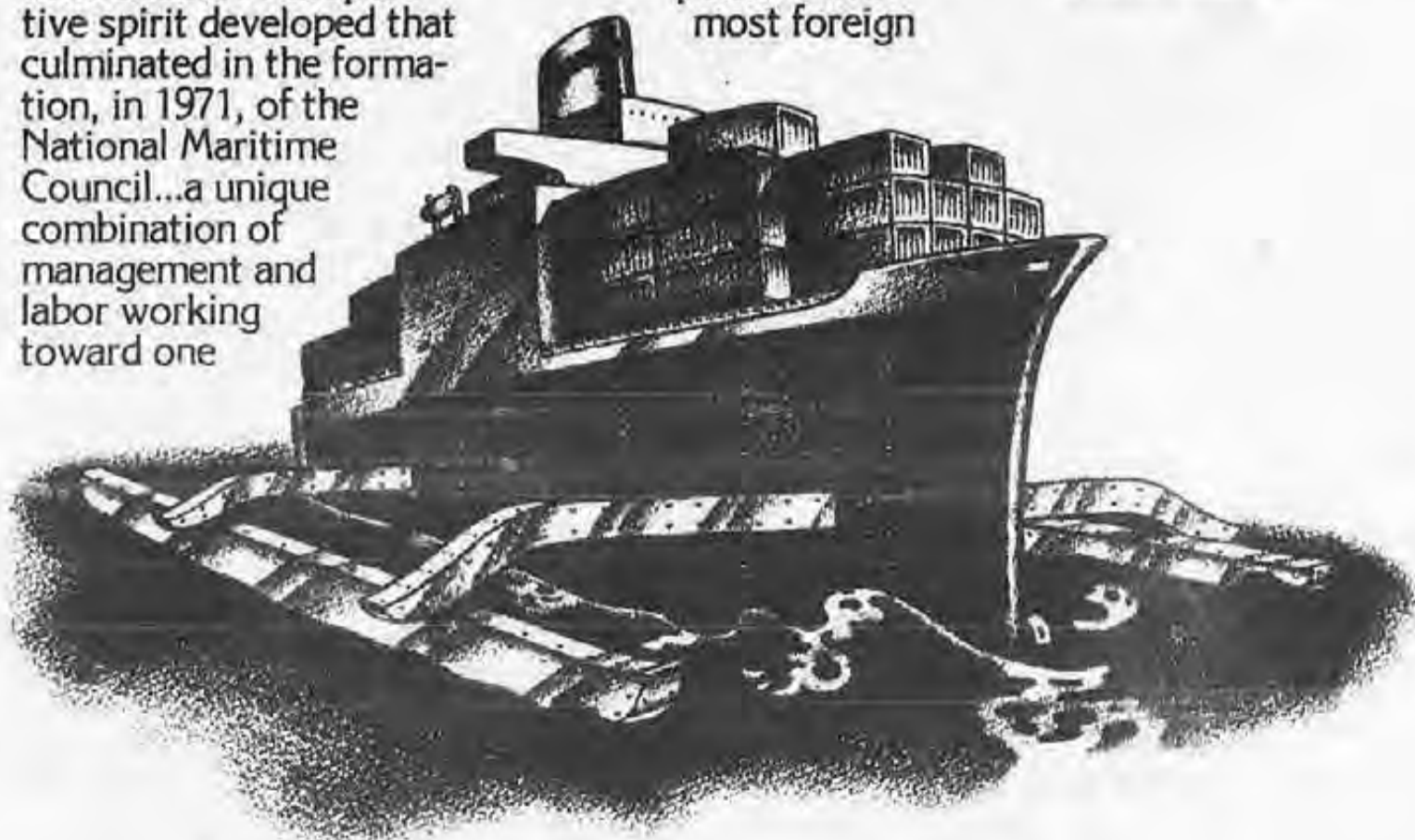
goal, a healthy and stable industry. Since that date, U.S. flag ships have provided uninterrupted service.

With minor squalls, we've had smooth sailing as our merchant marine has built amity, streamlined its operation, and upgraded itself as a transportation system. Today, the U.S. flag shipping industry is second to none in efficiency, highly trained and technologically advanced, with freight rates competitive with most foreign

shipping. It is stable and—as we build our fleet toward the size of those of Russia, Japan, Greece, United Kingdom, etc.—it will become stronger in the world market.

If you'd like to know more, send for our booklet on U.S. Flag Shipping. Write National Maritime Council, Dept. F, Box 7345, Washington, D.C. 20044.

National Maritime Council
Management and labor working together for a strong, stable U.S. flag shipping industry.



DON'T GIVE UP THE SHIPS

SIU Pilot Launch Crew Averts Sub, Cunard Ship Crash Off Norfolk

A "major collision" at night between a U.S. Navy submarine and a Cunard ship was averted recently when two SIU Boatmen on the Pilot boat *Maryland*

(Assn. of Md. Pilots) radioed a warning to the English vessel off the port of Norfolk.

The hero Boatmen are Elliot H.

Stevens, 45, of Virginia Beach, Va. and Winford Stevens, who were highly praised in a letter to Capt. Tom Veal of the *Maryland* by the head of the Pilots Association, George A. Quick, who wrote: "It is encouraging to know that the actions of crewmembers do not go unnoticed when they perform their duties in a competent and seamanlike manner..."

More commendation came "To the crew of the *Maryland* pilot launch..." early last month from the port of Baltimore in a letter from Capt. C.P. Margeson of the 18,146 dwt *T/S Atlantic Conveyor*. The master graphically describes what happened to his ship:

"At about 21:20... on 15th of July, this vessel was off Cape Henry, Va. changing the Virginia pilot for a Maryland pilot. While doing this we had a very close quarter encounter with a submarine which was overtaking us on a passage from Norfolk to sea.

"After you had put your pilot aboard this ship, on your way back to the pilot cutter, you passed the submarine and then gave me a warning call on the V.H.F. radio. I, my crew and the crew of the submarine owe a great deal to your

vigilance and the warning you gave me. Though I knew a vessel of some sort was overtaking me, I had no idea that it was of the size of a submarine until I received your warning. Subsequent naval enquiry has shown that the bridge to bridge radio on the submarine was out of order so she had been unable to call us.

"The warning you gave me allowed me to take avoiding action so many moments earlier than if I had not received it. They may have been the crucial moments which saved many lives in the submarine as the result of a major collision.

"I would like to thank you very much and complement you on your seamanship and alertness. In my report to the U.S. Navy on the incident, I have referred to your call contributing most importantly to avoiding a catastrophe. I would also like the Maryland Pilots Assn. to know of my opinion.

"Though I may never meet you, and only have fleeting contact with you as we take pilots, it is very reassuring to know that men of your calibre and service are assisting us, and all seamen to keep the seas safe.

"Again let me thank you again for your prompt action..."

HLSS Pres. Hazel Brown Named To Maritime Transport Board

Since the beginning of water transportation, a close link has existed between seafaring and science. Early navigators learned to use the stars, timekeeping and mathematics to guide them on their journeys. Voyages of discovery were often voyages of scientific observation.

The need for scientific advice spurred the establishment of the National Research Council in 1961. The Maritime Transportation Research Board (MTRB) was organized in 1965 and has worked to expand cooperation between men of the sea and men of science.

Recently, the SIU developed a new link with this organization as HLSS President Hazel Brown was appointed to the MTRB board.

The MTRB serves the national interest by stimulating, coordinating and guiding research directed toward improving America's maritime transportation capabilities.

To fulfill its purpose, MTRB has established the objectives of:

- Aiding in improvement of ocean transportation systems and their elements in the national interest.
- Serving as a source of technical and scientific knowledge on problems and opportunities related to maritime transportation.
- Assisting the government and the maritime industry in selecting and using the nation's technical and scientific resources.
- Recommending research to support the government and the maritime industry on long-range planning for maritime research and related programs.



Hazel Brown

Miss Brown joins the more than twenty members who represent the physical and social sciences and engineering. She will work alongside representatives from labor, management, and the legal sectors of the maritime industry as well.

Miss Brown shares a common dedication with the other board members to national service and to solving the problems of maritime transportation. All of the Board members are appointed on the basis of their professional qualifications and appointment to MTRB is, by the organization's definition, "an honor, trust and responsibility."

Brotherhood in Action

...for SIU members with an alcohol problem

Seafarer Bill Barrineau is currently enrolled in the Marine Electrical Maintenance Course at the Harry Lundeberg School. He has plans to acquire his QMED endorsement soon and is looking forward to attending the LNG course.

Brother Barrineau feels that "I am now able to come to the school because of the help I got from the Seafarers Alcoholic Rehabilitation Center. I could not have done this without being sober."

Last year, Seafarer Barrineau realized that he had a problem with alcohol. He had been a member of AA for two years but started drinking again. He said, "My drinking was so bad last year that I had to be hospitalized. I decided that something had to change and I thought about our Center. I called Ed Morris (SIU rep in San Francisco) and he helped me get to the Center."

Brother Barrineau was very impressed with the programs at the ARC.

"It is a very good program for seamen," he commented. "The counselors are good and they really help you learn about yourself."

He thinks that in order for the Center to help a person, "the guy has to want to get sober, learn how to cope with himself and his problem, be willing to change his attitudes about life and always try to listen with an open mind."

Since he has been sober, Seafarer Barrineau has been living each day with a new outlook on life. "When I first went to the Center, I thought I knew all about alcohol and how it affects the body, but I really did not know anything," he commented. "If I could go back in time, I know that I would go to the Center for help. I actually should have gone before I did."

Seafarer Barrineau encourages his brothers to come to the Center. He said, "If you even think that you may have a problem with alcohol, you should come to the Center. They can help."

If you just stand still,
you're gonna
have to run
to catch up . . .

KEEP UP with the times.
KEEP UP with the job opportunities
KEEP UP with your industry.
SIGN UP for the AB Course at HLS.



Course Starts November 13

To enroll, see your SIU Representative or contact HLS.

Alcoholic Rehabilitation Center

I am interested in attending a six-week program at the Alcoholic Rehabilitation Center. I understand that all my medical and counseling records will be kept **strictly confidential**, and that they will not be kept anywhere except at The Center.

Name Book No.

Address
(Street or RFD) (City) (State) (Zip)

Telephone No.

Mail to: **THE CENTER**
Star Route Box 153-A
Valley Lee, Md. 20692

or call, 24 hours-a-day, (301) 994-0010

SS Mary Picks Up 3 Survivors From Downed Plane

It looked like Sunday evening, October 1, 1978, was going to be a routine one for the crew of the SIU-contracted *Mary* (Marlin S.S. Co.). Steaming along in the Gulf of Mexico, not even the weather was acting up to spoil the tranquility of the moment.

Suddenly, shortly before 6 p.m., a

vintage twin-engined DC-3 came swooping down low over the ship. The crew of the *Mary* soon realized that this was no joker out for a Sunday joyride; clearly, this plane was in trouble.

What happened next was described by Chief Officer Bill Odom. "The plane buzzed the ship a couple of times

indicating a distressed condition. Evidently they had lost all electrical systems on the aircraft and could not maintain their altitude. They ditched right alongside the vessel."

A boat was launched from the *Mary* and three survivors were picked up. The pilot, pinned between his seat and the instrument panel, went down with the plane in 2,000 feet of water.

One of the survivors later revealed that his group had been on a flight from Miami to San Juan, Puerto Rico—a south-easterly course normally requiring about 4 hours flight time in such an aircraft. When the plane ditched—almost 7 hours after leaving Miami—they were about 80 miles south of

Pensacola, Florida, northwest of their starting point.

A malfunctioning electrical system does not fully explain why the plane was heading in the opposite direction to that which it was intended. The Federal Aviation Authority and the National Transportation Safety Board are investigating.

After transferring the three survivors to the Coast Guard cutter *Point Verde*, the *Mary* continued on to the port of Mobile. For the *Mary*, originally launched in 1943 as the troopship *General J. R. Brooke* (she was converted in 1964), the incident with the downed plane in the Gulf of Mexico was just one of many incidents in a long and useful career.

Now They Can Cook and Bake



In front of the HLS with their cook and baker sheepskins are (l. to r.) David Pappas and Louis Fuentes.

Eligibility Rules For Benefits Changed to 125 Days

All Seafarers and Boatmen should be aware that as part of the changes in the Seafarers Vacation, Welfare and Pension Plans made to improve benefits resulting from our recent contract negotiations, the Trustees have changed the eligibility rules.

Now, to be eligible for benefits under the Seafarers Welfare Plan, a Seafarer or Boatman must accumulate at least 125 days seetime or boat-time in the previous calendar year and one day seetime or boat-time in the six month period immediately pre-

ceding the date of claim.

Under the Vacation Plan, a Seafarer or Boatman must now accumulate 125 days seetime or boat-time before filing for vacation benefits.

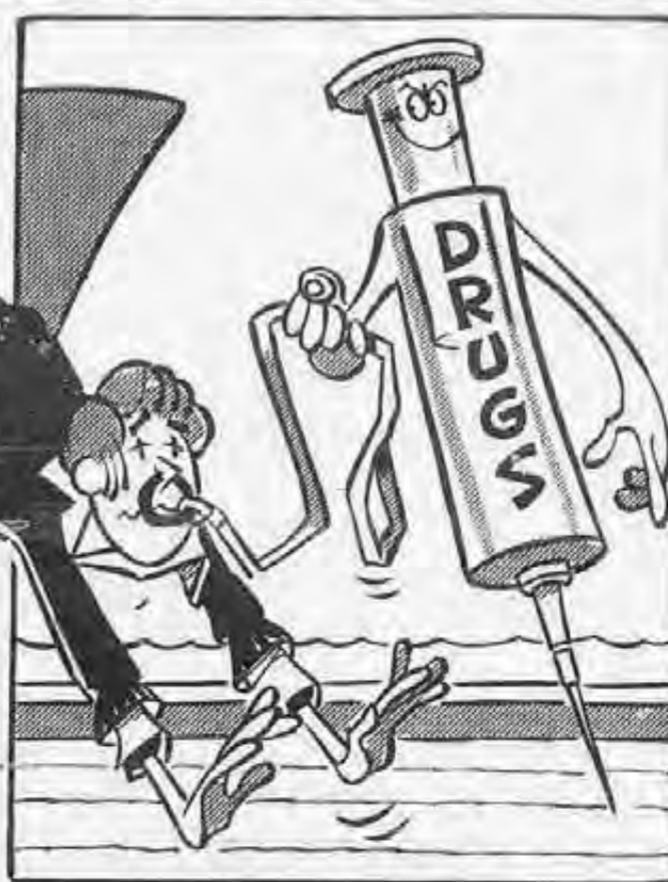
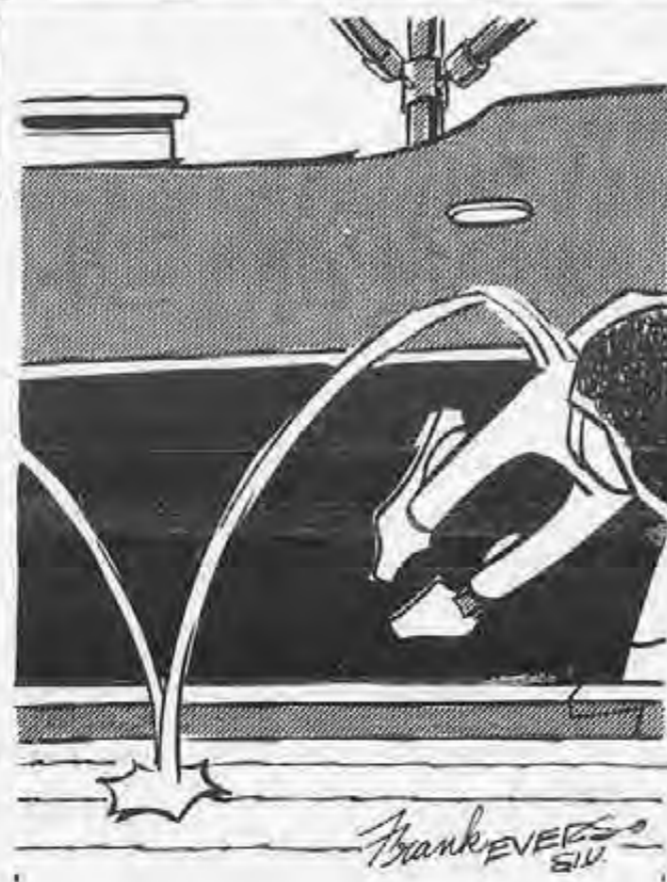
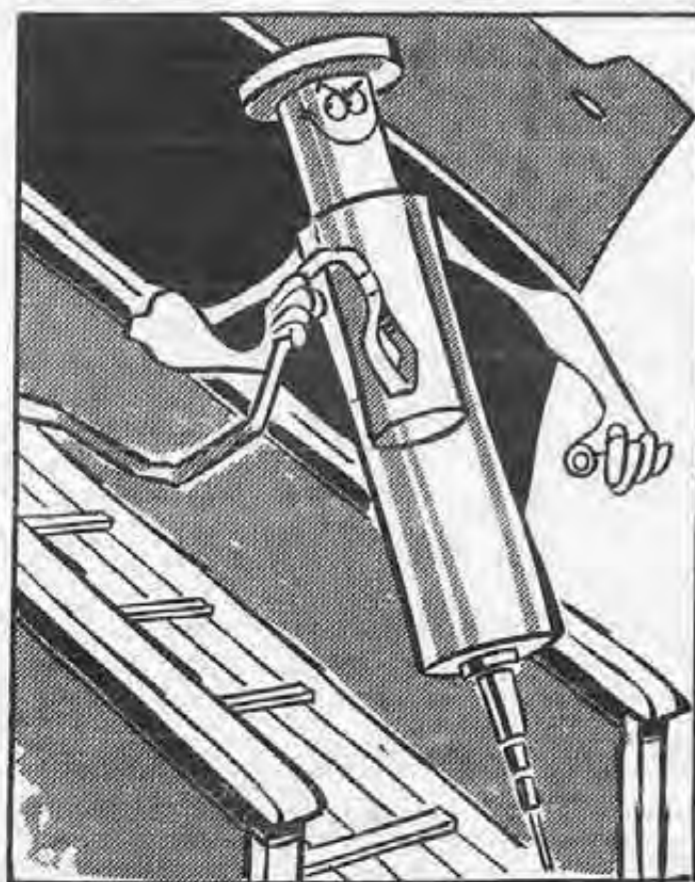
In addition, to be eligible for the Early Normal Pension (20 years seetime at 55 years of age, Seafarers only), or the Disability Pension (12 years service at any age), an eligible employee must accumulate 125 days seetime or boat-time in the calendar year immediately preceding his pension application.

Tiger By the Tail



Seafarer Ed Dunn dropped a line over the side of his ship off the coast of Panama recently and found himself in quite a battle with a 14-foot, 1,300 pound tiger shark. Dunn brought the denizen of the deep in himself. But he needed some helping hands from the deck department to lift the shark aboard.

A MESSAGE FROM YOUR UNION



**NARCOTICS
ARE
FOR
FOOLS!
...AND
YOU
LOSE
YOUR
PAPERS
FOR
LIFE
!**

Final Departures



Pensioner Ludwig J. "Blacky" Bednar Sr., 67, former IBU agent for the port of Chicago, died of a heart attack on the way to the Porter Memorial Hospital, Valparaiso, Ind. on June 1. Brother Bednar joined the Union in the port of Chicago in 1961 sailing as a scowman and dredgeman for the Great Lakes Dredge and Dock Co. from 1946 to 1956 and the Calumet Harbor and Lake Towing Co. from 1958 to 1960. He sailed on the tug *Joseph H. Callan* (Great Lakes Towing) in 1971. Laker Bednar was a member of the old ISU. He was born in Middletown, Ohio and was a resident of Hebron, Ind. Burial was in the Chapel Lawn Memorial Gardens Cemetery, Schererville, Ind. Surviving are five sons, Ludwig of Crown Point, Ind.; Albert, a 1968 SIU scholarship winner alternate; James, Thomas and David and three daughters, Mrs. Theresa De Leo of Hebron, Anna and Agnes.

Pensioner John J. Berry, 73, passed away on July 31. Brother Berry joined the Union in the port of New York in 1962 sailing as a dredgeman for Price Brothers from 1948 to 1960, the Lake Erie Dredging Co. and Dunbar and Sullivan Co. He sailed 21 years. He held No. 3 card in the Dredge Workers Union in 1949. Laker Berry was born in Toledo, Ohio and was a resident there. Surviving are his widow, Ursula and a son, James.



Pensioner Charles E. Hughson, 79, succumbed to a stroke in the Lafayette General Hospital, Buffalo, N.Y. on July 28. Brother Hughson joined the Union in the port of Detroit in 1960 sailing as a deck engineer, conveyorman and mechanic for the American Steamship Co. for 31 years. He was a veteran of the British Royal Navy in World War I. A native of Buffalo, he was a resident there. Interment was in Elmlawn Cemetery, Tonawanda, N.Y. Surviving are a son, James of Lilydale, N.Y. and a daughter, Lucille, also of Lilydale.



Aubrey E. Peabody, 57, died of a heart attack on June 25. Brother Peabody joined the Union in the port of Cleveland in 1968 sailing as a fireman-watertender, and deckhand for the Great Lakes Towing Co. from 1968 to 1978. He was also a member of the Truck Drivers Union. Laker Peabody was a veteran of the U.S. Navy in World War II. Born in Elyria, Ohio, he was a resident of Lorain, Ohio. Surviving are his widow, Ruth; two sons, Thomas and David and a daughter, Annette.



Recertified Bosun Anthony B. Barnes, 48, died of a heart attack in Portsmouth, Va. on June 2. Brother Barnes joined the SIU in the port of Norfolk in 1956. He graduated from the Recertified Bosun Program in February 1976. Seafarer Barnes was a veteran of the post-World War II U.S. Air Force. He was born in Portsmouth. Interment was in the Olive Branch Cemetery, Portsmouth. Surviving are his mother, Lessie and a sister, Mrs. Iris Rodman, both of Portsmouth.



William L. Hampton, 54, died on Aug. 16. Brother Hampton joined the Union in the port of Philadelphia in 1966 sailing as a cook. He sailed for the Gellenthin Barge Line (IOT) from 1963 to 1964, Independent Towing in 1974 and for the Taylor and Anderson Co. Boatman Hampton was born in Gibbstown, N.J. and was a resident of Mt. Holly, N.J. Surviving are his widow, Elizabeth; a son, Donald and a daughter, Linda.



Pensioner Thomas J. St. Germain Sr., 66, died of heart disease at home in New Orleans on Apr. 22. Brother St. Germain joined the Union in the port of New Orleans in 1956 sailing as a deckhand for the Crescent Towing Co. from 1945 to 1964. He sailed for 36 years. Boatman St. Germain was born in New Orleans. Burial was in the Westlawn Memorial Park Cemetery, Gretna, La. Surviving are his widow, Isabelle and a son, Thomas.



Anthony A. "Tony" Taylor, 23, was lost off the *M/V Peter Fanchi* (Ozark Marine) on July 1. Brother Taylor joined the Union in the port of St. Louis in 1975, the year of his graduation from HLSS in Piney Point, Md. He sailed as a deckhand for the American Barge Line Co. and Inland Tugs. Boatman Taylor was born in Cairo, Ill. and was a resident of Granite City, Ill. Surviving are his widow, Margo; a son, Anthony, and his parents, Mr. and Mrs. Melvin and Buella Taylor of Alton, Ill.



William P. "Willie" Tracy, 23, died of injuries in Community Hospital, Freeport, Tex. on June 4 as a result of a car crash. Brother Tracy joined the Union following his graduation from the Harry Lundeberg School of Seamanship, Piney Point, Md. this year. He was a veteran of the U.S. Navy in 1974. Boatman Tracy sailed for the G & H Towing Co. He worked at SIU Headquarters for more than a year before entering HLSS. Born in Brooklyn, N.Y., he was a resident there. Burial was in Calvary Cemetery, Queens, N.Y. Surviving are his parents, Mr. and Mrs. Robert and Mary Tracy and a brother, all of Brooklyn.



Pensioner Ahmed S. Shahtoor, 34, died in June. Brother Shahtoor joined the Union in the port of Detroit in 1971 sailing as an OS for the American Steamship Co. and the Reiss Steamship Co. He was born in Arabia and was a U.S. naturalized citizen. Laker Shahtoor was a resident of Dearborn, Mich. Surviving are his widow, Zainb and a brother, Abdul of Dearborn.



Dominic D. Sobotka, 47, died of a heart attack on the way to the Ashtabula, Ohio General Hospital on July 26. Brother Sobotka joined the Union in the port of Toledo, Ohio in 1960 sailing as a conveyor engineer and oiler for the Erie Sand Co. and on the *SS J. F. Schoellkopf Jr.* (American Steamship) from 1970 to 1978. He sailed 25 years. Laker Sobotka was born in Ashland, Wisc. where he was a resident. Interment was in St. Agnes Cemetery, Ashland. Surviving are his widow, Laura Mae and his parents, Mr. and Mrs. John and Valerie Sobotka.



Pensioner William T. Long, 81, succumbed to a cerebral hemorrhage in the Paul Oliver Memorial Hospital, Frankfort, Mich. on May 31. Brother Long joined the Union in the port of Elberta, Mich. in 1953 sailing as a fireman-watertender for the Ann Arbor Railroad Car Ferries for 30 years. He was born in Elberta and was a resident of Beulah, Mich. Interment was in the Benzonia County (Mich.) Twsp. Cemetery. Surviving is a sister, Mrs. Ida Priest of Beulah.



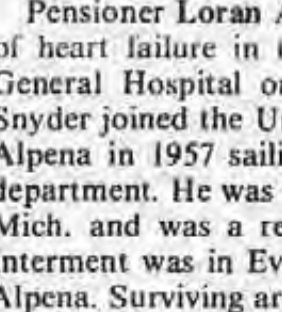
Pensioner Trinidad Navarro, 69, died of a heart attack in Santurce, P.R. on May 23. Brother Navarro joined the SIU in 1938 in the port of New York sailing as a bosun. He sailed 44 years. Seafarer Navarro was born in Celebra, P.R. and was a resident of Santurce. Burial was in Santurce.



Kenny Lewis, 59, died of cancer on Jan. 25. Brother Lewis joined the SIU in 1938 in the port of Mobile sailing as a bosun. He sailed 29 years with the Delta Line and the Waterman Steamship Co. Seafarer Lewis was born in Dothan, Ala. and was a resident of Camden, Ala. Surviving are his widow, Maye; two sons, Kenny and Leland and two daughters, Regina and Wendy.



Pensioner Loran A. Snyder, 75, died of heart failure in the Alpena, Mich. General Hospital on July 7. Brother Snyder joined the Union in the port of Alpena in 1957 sailing in the steward department. He was born in Frankfort, Mich. and was a resident of Alpena. Interment was in Evergreen Cemetery, Alpena. Surviving are his widow, Mary and a daughter-in-law, Mrs. Bernice Snyder of Kalamazoo, Mich.



Pensioner Thomas H. Stevens, 58, died of a heart attack on the way to the University of South Alabama Medical Center, Mobile on May 25. Brother Stevens joined the SIU in 1945 in the port of Mobile sailing as an AB. He sailed 33 years. Seafarer Stevens was born in Avabeco, N.C. and was a resident of Prichard, Ala. Interment was in Pine Crest Cemetery, Mobile. Surviving are his widow, Vivian; two sons, Paul and Wayne; two daughters, Deborah and Donna and a grandson, Shannon.



Pensioner Virgil L. Swanson, 67, died of lung failure in the Memphis Veterans Administration Hospital on June 5. Brother Swanson joined the SIU in 1940 in the port of New Orleans sailing as a chief steward. He sailed 35 years. Seafarer Swanson was born in Mississippi and was a resident of Memphis. Burial was in Antioch Cemetery, Senatobia, Miss. Surviving is a sister, Mrs. Lucy Martin of Memphis.



Pensioner Carl W. White, 68, died of lung failure in the New Orleans USPHS Hospital on June 23. Brother White joined the SIU in the port of Baltimore in 1957 sailing as a fireman-watertender. He sailed for 26 years. Seafarer White was a veteran of the U.S. Army in World War II. He was born in North Carolina and was a resident of New Orleans. Cremation took place in the St. John Crematory, New Orleans. Surviving is a cousin, Bernice Conyout of Sacramento, Calif.



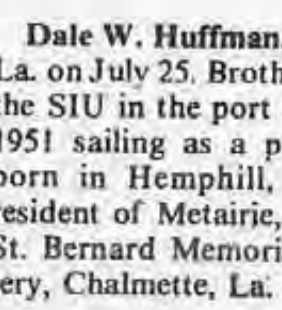
Pensioner David L. Williams, 52, died of lung cancer in the New Orleans USPHS Hospital on July 10. Brother Williams joined the SIU in 1947 in the port of New York sailing as a bosun. He sailed 31 years. Seafarer Williams was a veteran of the U.S. Navy in World War II. He was born in Winder, Ga. and was a resident of Slidell, La. Burial was in Forest Lawn Cemetery, Slidell. Surviving is his widow, Patricia.



Pensioner Fred Shaia, 77, passed away on July 4. Brother Shaia joined the SIU in 1944 in the port of New York sailing as a chief steward. He sailed 36 years and during the Vietnam War. Seafarer Shaia was a veteran of the U.S. Army in World War I. Born in Syria, he was a resident of Savannah. Surviving are his widow, Susan of Farmingville, N.Y. and a daughter, Geraldine.



Dale W. Huffman, 50, died in Violet, La. on July 25. Brother Huffman joined the SIU in the port of New Orleans in 1951 sailing as a pumpman. He was born in Hemphill, Tex. and was a resident of Metairie, La. Burial was in St. Bernard Memorial Gardens Cemetery, Chalmette, La.





Pensioner Earl Q. Cain Sr., 69, succumbed to a cerebral hemorrhage in the Boay (Ala.) Albertville Hospital on July 18. Brother Cain joined the SIU in 1946 in the port of Mobile sailing as a cook for Delta Line. He walked the picketlines in the 1962 Robin Line beef and the 1965 District Council 37 strike. Seafarer Cain was born in McComb, Miss. and was a resident of Albertville. Internment was in Brashers Cemetery, Marshall County, Ala. Surviving are a son, Earl and a sister, Mrs. Susie E. Christian, both of Albertville.



Pensioner Edward M. Cronin, 78, passed away in the Laguna Honda Hospital, San Francisco on July 10. Brother Cronin joined the SIU in the port of Tampa in 1956 sailing as an assistant steward and cook. He sailed 31 years. In 1957, he hit the bricks in the American Coal Co. beef. Seafarer Cronin was a veteran of the U.S. Navy in World War I. Born in Brooklyn, N.Y., he was a resident of San Francisco.



Pensioner Robert J. "Bobby" Patterson Jr., 60, died of natural causes on July 17. Brother Patterson joined the SIU in 1941 in the port of New York sailing as a cook. He hit the bricks in the 1961 Greater N.Y. Harbor strike. Seafarer Patterson was born in Philadelphia and was a resident of the Bronx, N.Y. Internment was in Rosehills Memorial Park Cemetery, Putnam Valley, N.Y. Surviving are his widow, Bertha; a sister, Mrs. Elizabeth Reese of New York City; a niece, Mrs. Alma E. Martin, also of New York City and a cousin, Seafarer Ruben Jones.



Pensioner Leoncio O. Bumatay, 70, died of a heart attack at home in New Orleans on July 27. Brother Bumatay joined the SIU in 1947 in the port of New York sailing in the steward department for 30 years. He also rode the Delta Line. Seafarer Bumatay was born in the Philippine Islands. Burial was in St. Vincent de Paul Cemetery, New Orleans. Surviving is his widow, Ila Mae.



Pensioner Cayetano T. Sapatiro, 67, died of a heart irregularity at home in San Francisco on July 25. Brother Sapatiro joined the SIU in the port of Seattle in 1957 sailing as a chief steward. He sailed 34 years, and was a member of the SUP before joining the SIU. Seafarer Sapatiro was a veteran of the U.S. Army in World War II. He was born in the Philippines. Cremation took place in San Francisco. His ashes were placed in a vault at the Golden Gate National Cemetery, Sebastopol, Calif. Surviving are his widow, Elizabeth; a daughter, Mrs. Sharon Tandaguen of Richmond, Calif. and an uncle, Emalano Sapatiro of Honolulu, Hawaii.



Pensioner Arnold G. Heinvali, 77, passed away on Aug. 2. Brother Heinvali joined the SIU in 1944 in the port of New York sailing as an AB. He sailed for 47 years. Seafarer Heinvali was born in Estonia, U.S.S.R. and was a resident of Baltimore.



Pensioner Robert K. Bodden, 63, died on July 2. Brother Bodden joined the SIU in the port of New York in 1968 sailing as a fireman-watertender. He sailed 20 years. Seafarer Bodden was also a purser and advertising salesman. He was a veteran of the U.S. National Guard in World War II. Born in Mobile, he was a resident of San Francisco. Surviving are a son, Robert and two daughters, Mrs. Sharon A. Manning of San Juan, P.R. and Robin.



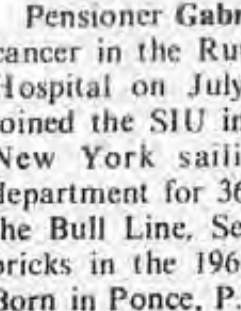
Pensioner Alfonso J. Surles, 60, died in Miami, Fla. on Sept. 7. Brother Surles joined the SIU in 1946 in the port of Baltimore sailing as a bosun. He sailed 37 years and rode the Isthmian Line. Seafarer Surles was a port of San Francisco delegate to a Piney Point conference. And he was a veteran of the U.S. Navy in World War II. Born in Orrum, N.C., he was a resident of Miami. Surviving are a son, Alfonso; a daughter, Tina of Daly City, Calif. and a sister and brother-in-law, Mr. and Mrs. Fred H. and Harriette M. Kirsch of Miami.



Pensioner Walter O. Hoven, 64, died of heart failure in Mobile on June 9. Brother Hoven joined the Union in the port of Mobile in 1956 sailing as an AB and towboatman for 19 years. He was born in Grove Hill, Ala. and was a resident of Lucedale, Miss. Internment was in the Wilson Annex Cemetery, Mobile. Surviving is his widow, Joycie.



Pensioner Charles Furedi, 61, died Sept. 3. Brother Furedi joined the SIU in the port of New York sailing as a bosun. He sailed for 33 years. Seafarer Furedi also upgraded at Piney Point. Born in Budapest, Hungary, he was a resident of Houston. Surviving is his sister, Mrs. Margaret Schabely of Staten Island, N.Y.



Pensioner Gabriel Colon, 75, died of cancer in the Rutland Heights, Mass. Hospital on July 28. Brother Colon joined the SIU in 1945 in the port of New York sailing in the steward department for 36 years. He also rode the Bull Line. Seafarer Colon hit the bricks in the 1961 N.Y. Harbor beef. Born in Ponce, P.R., he was a resident of West Brookfield, Mass. Burial was in the Brookfield Cemetery. Surviving are his widow, Emilia; a daughter, Mrs. Alice Lavierra and a grandson, Troy J. Lavierra.



Pensioner Rouse E. Cutler, 82, succumbed to heart disease in the Peaufort, N.C. County Hospital on June 2. Brother Cutler joined the Union in the port of Philadelphia in 1957 sailing on the tug *Evelyn* (C. G. Willis Co.) from 1947 to 1961. He sailed 44 years. Boatman Cutler was born in Washington, N.C. and was a resident there. Burial was in the Zion Church Cemetery, Washington. Surviving are a sister, Mrs. Clara Lloyd; a nephew, Herman Cutler and a daughter-in-law, Mrs. Doris Cutler, all of Washington.



Pensioner Clyde A. Boone, 62, died on Sept. 1. Brother Boone joined the SIU in the port of San Francisco in 1966 sailing as a pumpman. He sailed for 22 years. Seafarer Boone also worked as a boiler-maker-machinist as a member of the United Rubber Workers Union. He was a veteran of the U.S. Navy during and after World War II sailing on the *USS Mispillion* in the war. Born in Louisiana, Ky., he was a resident of Richmond, Calif. Surviving is his widow, Gladys.



Pensioner Jackson N. Manuel, 52, died of a heart attack in the East Jefferson General Hospital, Metairie, La. on June 27. Brother Manuel joined the SIU in the port of Lake Charles, La. in 1952 sailing as a cook. He sailed for 28 years. Seafarer Manuel was a veteran of the U.S. Navy in World War II. A native of Oberlin, La., he was a resident there. Internment was in the McGee Cemetery, Ward, La. Surviving are his widow, Leona; a son, Craig and a daughter, Sheila.



Pensioner Ulfar O. Sigurbjornsson, 41, was lost at sea on Aug. 16. Brother Sigurbjornsson joined the SIU in the port of San Francisco in 1965 sailing as an AB. He also rode the Robin Line. Seafarer Sigurbjornsson was born in Iceland and was a resident of Los Alamitos, Calif. Surviving is a sister, Mrs. Erla Sadowinski of Buena Park, Calif.



Pensioner James "Jimmie" Jordan, 64, died on Sept. 11. Brother Jordan joined the SIU in 1938 in the port of Norfolk sailing as a chief steward. He sailed for 40 years. Seafarer Jordan was born in Alabama and was a resident of Mobile. Surviving are his widow, Veneita; eight sons, George, Alfred, Keith, Leanthur, Theopolis, Raymond, Louis and Leroy and five daughters, Diane, Priscilla, Faydine, Vernetta and Euline.

Robert Morrison died on Sept. 9. Brother Morrison sailed for Tug Management Corp. He was a resident of New Orleans. Surviving is his mother of Brandon, Fla.



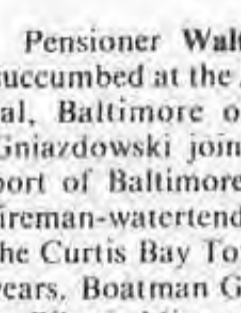
Pensioner Raymond L. Murrell, 81, passed away on July 17. Brother Murrell joined the Union in the port of Norfolk in 1961 sailing as a cook for the Gulf and Atlantic Towing Co. from 1952 to 1966. He was also a member of the United Mine Workers from 1957 to 1960. Boatman Murrell was born in Maco, N.C. and was a resident of Leland, N.C. Surviving are two sons, Richard and Carl; a brother, J. F. Murrell of Wilmington, N.C. and a niece, Mrs. Evelyn Hayes of Leland.



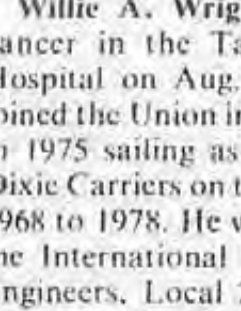
Pensioner Timothy F. Hayden, 72, succumbed to lung cancer in Overlook Hospital, Summit, N.J. on Aug. 29. Brother Hayden joined the Union in the port of New York in 1960 sailing for the Penn-Central Railroad from 1929 to 1971. He was a member of the Masters, Mates & Pilots Union from 1929 to 1960. Born in Jersey City, he was a resident of Union, N.J. Burial was in Holy Name Cemetery, Jersey City. Surviving are his widow, Anna; a son, Timothy and two daughters, Anna and Barbara.



William J. Galloway, 63, died in the Community Memorial Hospital, Cheboygan, Mich. June 21. Brother Galloway joined the Union in the port of Frankfort, Mich. in 1969 sailing as a fireman-watertender for the Mackinac Straits Ferry Co. from 1969 to 1978. He sailed for 23 years. Laker Galloway was a veteran of the U.S. Coast Guard in World War II. Born in Detroit, he was a resident of Frankfort. Internment was in Calvary Cemetery, Cheboygan. Surviving is his widow, Victoria.



Pensioner Walter Gniazdowski, 73, succumbed at the John Hopkins Hospital, Baltimore on June 20. Brother Gniazdowski joined the Union in the port of Baltimore in 1956 sailing as a fireman-watertender and tug tender for the Curtis Bay Towing Co. He sailed 49 years. Boatman Gniazdowski was born in Biloxi, Miss. and was a resident of Baltimore. Burial was in Holy Rosary Cemetery, Baltimore. Surviving are his widow, Augusta; two sons, Richard and Thomas and a daughter, Dolores.



Willie A. Wright, 62, died of lung cancer in the Tampa, Fla. General Hospital on Aug. 17. Brother Wright joined the Union in the port of Houston in 1975 sailing as a chief engineer for Dixie Carriers on the tug *Triumph* from 1968 to 1978. He was also a member of the International Union of Operating Engineers, Local 25. Boatman Wright was born in Dublin, Ga. and was a resident of Tampa. Internment was in the Garden of Memories Cemetery, Tampa. Surviving are his widow, Ocie Lee and a daughter, Katrina.

25 More Firemen—Watertenders



There are now 25 more firemen—watertenders in the SIU fleet. The graduating group at the HLS are (front row l. to r.) Delton Ard, Vincent Kirksey, Ken Stevens, John Miller, Freddie Gomez, Tom Arthur, Michael J. Hare, and Glen Hulton. In the middle row (l. to r.) are Edward C. Elder, S. Todorowski, Paul Ferko, A. Matt,

Orlando Flores, Luiz Dias, Bob Penry, John Aelick and Instructor James Schaffer. The back row (l. to r.) has Robert Hess, Bob Smith, Ira Jessie, Clyde Hall, Reece LaFollette, Sigismund Gordon Jr., Terrence E. Desnoyers, Harry J. Kinsman and Richnell Williams.

The Harry Lundeborg School of Seamanship

"For a better job today, and job security tomorrow."

An Assistant Cook



Seafarer Armando Moncada shows his assistant cook diploma from the HLS.

Three Basic Welders



We now have three more graduates of the Piney Point Basic Welding Course. They are (l. to r.) Ralph Rumley, George Altschaffl and Tom Duffe.

Chief Cook's Cookin'



Proud of his HLS chief cook diploma is Seafarer Robert Frazier.

ABs—Young and Spunky



Giving us the high sign (front center) Steve Lupo poses with his graduating AB class at the Point. They are (front l. to r.) Les Stravers, Jason Poss, Terry Cowans, P. Betz, Angelo Tirelli, Dick Bundrick, Mike Wilt and Evan Jones. In the rear row (l. to r.) are Scott Wenneson, Hector Rosado, Robert Austin, William Mullins, Thomas McElaney, Kenny Pevny and Don Spencer.

A Fine LNG Crew



Here's the LNG crew for the SS *El Paso Southern* (El Paso Gas) graduating from the HLS special LNG program. In the front row (l. to r.) are Bill Bellingier, Tom Reading, S. Homka, Eugene Oldakowski, R. Ramage, P. Sharp, P. Bland, D. Terry, Mike McDermott and Pat Pillsworth, Piney Point port agent. In the back row (l. to r.) are Darry Sanders (SIU rep), Arthur Maccory, S. Mondone, Mike Tennill, William Artund, Edward Savickas, Daniel O'Rourke, Robert Frazier, Eric Stevens and Sam Bauh.



Donald Dokulil



Seafarer Donald Dokulil, 22, graduated from the Harry Lundeberg School in 1976. He also upgraded there in 1977 to FOWT and welder. Brother Dokulil has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. Born in Philadelphia, he lives there and ships from that port.

Sam Baugh



Seafarer Sam Baugh, 25, graduated from Piney Point in 1975. He upgraded to AB there in 1977. Brother Baugh holds firefighting, lifeboat and cardio-pulmonary resuscitation tickets. A native of Boston, Mass., he is a resident of Bermuda and ships out of the port of New York. Incidentally, Sam is the nephew of Pro Football Hall of Famer passing great, Slingin' Sammy Baugh of the Washington Redskins.

John Schoenstein



Seafarer John Schoenstein, 29, graduated from the HLS in 1968. He upgraded to AB in 1969. Brother Schoenstein sailed during the Vietnam War when he survived the crash landing of a U.S. Air Force transport plane hit by Vietcong fire. The empty plane later exploded. He has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. Born in New York City, he now lives in Belmont Shore, Calif. He ships out of the port of Wilmington.

Alcoholism is a disease.
It can be treated.

Fred Stack



Seafarer Fred Stack, 27, graduated from the HLS Entry Program in 1971. He upgraded to 3rd cook in 1977. Brother Stack holds firefighting, lifeboat and cardio-pulmonary resuscitation tickets. He was born in Bayshore, L.I., N.Y., lives in California and ships out of the port of Wilmington.

Howard J. Kling



Seafarer Howard J. Kling, 26, joined the SIU in 1974 when he graduated from the Piney Point Entry Trainee Program. Brother Kling upgraded to FOWT in 1977. He is a veteran of the U.S. Army. He holds his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. Born in Jersey City, N.J., he is a resident there and ships out of the port of New York.

Augustin "Augie" Tellez



Seafarer Augustin "Augie" Tellez, 23, joined the SIU in 1976 following his graduation from the Lundeberg School. Brother Tellez upgraded to AB there last year. He also holds firefighting, lifeboat and cardio-pulmonary resuscitation tickets. Born in Puerto Rico, he lives in Brooklyn, N.Y., and ships out of the port of New York.

Kurt Kleinschmidt



Seafarer Kurt Kleinschmidt, 23, graduated from the Harry Lundeberg School in 1974. Brother Kleinschmidt sails as an AB and has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. Born in Philadelphia he now lives in and ships out of the port of Seattle.

Marshall Novack



Seafarer Marshall Novack, 23, graduated from the Lundeberg School in 1976. He upgraded to AB this year. Brother Novack has firefighting, lifeboat and cardio-pulmonary resuscitation tickets. He was born in New York and ships from there as well.

Barry Harris



Seafarer Barry Harris, 26, graduated from the Lundeberg School in 1974. He now sails as a QMED after upgrading at HLS. He also has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. Brother Harris was born and lives in the port of Mobile.

Franklyn Cordero



Seafarer Franklyn Cordero, 25, is a 1972 graduate of the Harry Lundeberg School of Seamanship in Piney Point, Md. He upgraded to 3rd cook there in 1972, too. Brother Cordero holds his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. He was born in New York City, lives in Brooklyn, N.Y. and ships out of the port of New York.

George Pino



Seafarer George Pino, 25, graduated from the HLS Entry Trainee Program in 1974. In 1976, Brother Pino upgraded to cook and baker at the School. He holds firefighting, lifeboat and cardio-pulmonary resuscitation tickets. Born in Brooklyn, N.Y., he is a resident there and ships out of the port of New York.

Charles Minix



Seafarer Charles Minix, 28, is a 1968 graduate of the HLS Entry Program. This year he upgraded to QMED there. Brother Minix has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. He was born in Houston, resides in Richmond, Calif. and ships out of the port of San Francisco.

WANTED



Steward Department Upgraders

Enroll now!

Job Opportunities in the Steward Department have never been better. Make these opportunities your own.

Upgrade in the Steward Department at HLS

Chief Steward December 11

Chief Cook December 11, 22

Cook and Baker December 11, 22

Assistant Cook Upon request

See your SIU Representative or contact the Vocational Education Department, Harry Lundeberg School, Piney Point, Maryland 20674.

542 Have Donated \$100 or More To SPAD Since Beginning of 1978

The following SIU members and other concerned individuals, 542 in all, have demonstrated an active interest in participating in political and legislative activities which are vital to both our job security and our social and economic welfare, by voluntarily donating \$100 or more to the Seafarers Political Activities Donation (SPAD) fund since the beginning of 1978. (The law prohibits the use of any union money, such as dues, initiation fees, etc., for political activities. The most effective way the trade unionist can take part in politics is through voluntary political contributions. SPAD is the Union's separate segregated political fund. It solicits and accepts only voluntary contributions. It engages in political activities and makes contributions to candidates. A member may voluntarily contribute as he sees fit or make no contribution without fear of reprisal.) Twenty who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, eight have contributed \$300, one has given \$400, one has given \$500, and one \$600. The Log runs the SPAD Honor Rolls because the Union feels that our political role must be maintained if the livelihoods of maritime workers are to be protected. (A copy of our report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.)

NOTE: Each month's SPAD Honor Roll contains the names of those individuals who have given \$100 or more as of the last Friday of the previous month.

SPAD Honor Roll

Abrams, R.	Anderson, E.	Bellinger, W.	Bryant, N.	Cherup, N.	Craig, J.	DiGiorgio, J.	Edwards, W.
Acevedo, M.	Anderson, R.	Berglund, B.	Bucci, P.	Chilinski, T.	Cross, M.	Dillings, L.	Elzahri, A.
Adams, E.	Antici, M.	Bjornsson, A.	Bullock, R.	Cinquemano, A.	Cruz, A.	Doak, W.	Ervin, B.
Adams, P.	Antone, F.	Blackwell, J.	Buffinton, O.	Cirignano, L.	Curtis, T.	Dobbins, D.	Eschukor, W.
Adams, P.	Appleby, D.	Bluffitt, J.	Burgo, C.	Clark, J.	Czerwinski, J.	Dockwiler, L.	Evans, J.
Adams, W.	Apuzzo, W.	Bluffitt, T.	Butch, R.	Cline, L.	Dallas, C.	Doherty, W.	Evans, M.
Adamson, R.	Aquino, G.	Bobalek, W.	Byrd, J.	Cofone, W.	Dalman, G.	Dolan, J.	Fagan, W.
Adcock, J.	Arapazis, T.	Boehm, B.	Cafefato, W.	Colier III, J.	Darley, B.	Dolgen, D.	Faitz, F.
Agugussa, A.	Arias, F.	Bonser, L.	Caffey, J.	Colon, E.	Davis, J.	Donnelly, M.	Fanning, R.
Aguiar, J.	Aronica, A.	Bourgeois, J. L.	Cahill, C.	Comstock, P.	Davis, J.	Donovan, P.	Fay, J.
Air, R.	Aruz, A.	Bowker, A.	Cahill, J.	Conklin, K.	Davis, J.	Dornes, R.	Ferebee, R.
Alcarin, G.	Atkinson, D.	Boyne, D.	Cain, R.	Connolly, W.	Davis, S.	Driggers, T.	Fergus, S.
Aldgin, A.	Aumiller, R.	Bradley, E.	Calogeros, D.	Conolly, R.	Debarrios, M.	Ducote, C.	Filler, W.
Alexakis, A.	Avery, R.	Brady, J.	Campbell, A.	Cooper, J.	DeChamp, A.	Dudan, M.	Flade, L.
Algina, J.	Babkowski, T.	Braggs, W.	Carey, W.	Corder, J.	Deldach, T.	Dudley, K.	Fletcher, B.
Ali, D.	Balaga, C.	Bronnlee, R.	Carr, J.	Cortez, J.	Delea, G.	Duffel, T.	Flores, J.
Allen, E.	Barnes, D.	Brooker, A.	Carter, R.	Costa, F.	Dell, R.	Duffy, J.	Florous, C.
Allen, J.	Barry, J.	Brown, G.	Castel, B.	Costango, F.	Del Moral, A.	Dupuis, M.	Foley, P.
Alvarez, P.	Bartlett, J.	Brown, I.	Caswell, J.	Costango, G.	Demetrios, J.	Durden, W.	Franco, P.
Amat, K.	Bauer, C.	Brown, I.	Carr, J.	Costango, J.	Dengate, H.	Dwyer, J.	Franconi, C.
Ammann, W.	Baum, N.	Bruce, C.	Carroll, J.	Costello, A.	Di Domenico, J.	Dyer, A.	Frank, S.
Andersson, A.	Beeching, M.	Bryant, B.	Cavalcanti, R.	Cousins, W.	Diaz, R.	Eckert, B.	Frazier, J.
Anderson, D.	Beeman, D.				Diercks, J.	Frounfelter, D.	

Continued on next page

KNOW YOUR RIGHTS

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed audit by Certified Public Accountants every three months, which are to be submitted to the membership by the Secretary-Treasurer. A quarterly finance committee of rank and file members, elected by the membership, makes examination each quarter of the finances of the Union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of Union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the employers. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the employers, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Frank Drozak, Chairman, Seafarers Appeals Board
275 - 20th Street, Brooklyn, N.Y. 11215

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard your ship or boat. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU

KNOW YOUR RIGHTS



patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY — THE LOG. The Log has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for Log policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to Union headquarters.

KNOW YOUR RIGHTS

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex and national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify Union headquarters.

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your economic, political and social interests, and American trade union concepts.

If at any time a member feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested. The address is 675 - 4th Avenue, Brooklyn, N.Y. 11232.

SPAD Honor Roll

Fuller, E.
Fuller, G.
Furukawa, H.
Gallagher, L.
Gallier, M.
Gann, T.
Gard, C.
Gavin, J.
Gentile, C.
George, J.
Gilliam, R.
Gimbert, R.
Givens, J.
Glenn, J.
Glenn, J., Jr.
Glidewell, T.
Gobrukouich, S.
Goeltz, W.
Golder, J.
Gooding, H.
Goren, J.
Gosse, F.
Graham, E.
Grant, W.
Grepo, P.
Guevara, D.
Guillen, A.
Hager, B.
Hall, C.
Hall, E.
Hall, J.
Hall, L.
Hall, W.
Hamblet, A.
Hamilton, G.

Hampton, D.
Haney, L.
Hansen, H.
Hant, K.
Harris, N.
Harris, W.
Hauf, M.
Haykes, F.
Heacox, E.
Helfer, J.
Heniken, E.
Higgins, J.
Horne, H.
Houlihan, M.
Houston, H.
Hunter, W.
Hurley, M.
Huss, P.
Hussain, A.
Hussain, T.
Hutton, G.
Iovino, L.
Ipsen, L.
Jacobs, R.
Japper
Johnson, R.
Johnson, S.
Johnston, C.
Jolley, R.
Jones, C.
Jones, R.
Jordan, A.
Joseph, E.
Karlak, W.
Kastina, T.
Kaufman, R.

Kelly, E.
Kelly, W.
Kenny, L.
Kerr, R.
Kilford
Kirby, M.
Kitchens, B.
Kizzire, C.
Knoff, J.
Koflowich, W.
Kool, L.
Kowalski, A.
Kramer, M.
Krittiansen, J.
Lamb, J.
Lambert, H.
Lance, W.
Lanczyk, W.
Lankford, J.
Lay, M.
Lee, E.
Lee, K.
Legg, J.
Lelonek, L.
Leonard, W.
Lesnansky, A.
Lewin, A.
Lewis, J.
Libby, H.
Lindsey, H.
Lively, H.
Logue, J.
Loleas, P.
Long, L.
Lorman, S.
Loveland, C.

Lunsford, J.
Lusk, J.
Macberg, D.
Madajewski, M.
Mainers, T.
MalDonado, B.
Malesskey, G.
Mallory, A.
Manafe, D.
Mandene, S.
Mann, C.
Mann, J.
Marchaj, R.
Martin, T.
Martinez, Q.
Mason, R.
Mathil, M.
McCarthy, J.
McCarthy, L.
McCartney, G.
McCorvey, D.
McCoy, D.
McElroy, E.
McFarland, D.
McFarland, J.
McGinnis, A.
McGregor, K.
McKay, M.
McKay, R.
McKay, R.
McNeely, J.
Meacham, H.
Meeder, H.
Meffert, R.
Mesford, H.
Miller, D.
Miller, R.
Mintz, L.
Moblely, R.
Mollard, C.
Mongelli, F.
Moore, G.
Moore, J.
Moore, J.
Morris, A.
Morris, W.
Morrison, J.
Mull, C.
Murray, C.
Murray, R.
Musciato, M.
Myers, H.
Myrex, L.
Nash, W.
Nelson, D.
Nelson, J.
Newberry, H.
Nezaro, S.
Nihem, W.

Nobles, E.
Novak, A.
Nuckols, B.
O'Brien, E.
O'Hara, M.
Oldakowski, E.
Olds, T.
Olivera, W.
Olson, F.
Orn, L.
Orsini, D.
Ortiz, F.
Ortiz, F.
Paczkowski, S.
Pagano, J.
Papuchis, S.
Paradise, L.
Parnell, J.
Passapera, F.
Paulovich, J.
Payne, D.
Payne, H.
Pecquex, F.
Pelfrey, M.
Perez, J.
Petak, P.
Phillips, R.
Pillsworth, P.
Poer, G.
Pollack, A.
Powell, B.
Powell, S.
Prentice, R.
Pretare, G.
Prevas, P.
Priess, E.
Prims, J.
Pulliam, J.
Quinter, J.
Raines, R.
Ramage, R.
Randall, L.
Randazza, L.
Ratcliffe, C.
Reck, L.
Regan, F.
Reinosa, J.
Reza, O.
Richardson, J.
Richoux, J.
Ries, J.
Rings, E.
Ripoll, G.
Rivera, L.
Roades, O.
Roberts, J.
Rodriguez, R.
Rondo, C.
Royal, F.

Rung, J.
Ryan, T.
Sacco, M.
Sacco, J.
Salazar, H.
Sanchez, M.
Sanders, D.
SanFillippo, J.
Sapp, C.
Sapp, G.
Schabland, J.
Schatz, G.
Scheard, H.
Schwartz, A.
Schwarz, R.
Schwabland, J.
Scott, C.
Scott, J., II
Scully, J.
Seager, T.
Seagord, E.
Selzer, R.
Selzer, S.
Serrano, A.
Shappo, M.
Sharp, W.
Shaw, L.
Shelley, S.
Shopatt, H.
Sigler, M.
Sigley, R.
Silva, M.
Sims, E.
Skala, T.
Smith, B.
Smith, J.
Smith, L.
Smith, R.
Smith, W.
Snellgrove, L.
Somerville, G.
Sorenson, W.
Soresi, T.
South, R.
Spady, J.
Speller, J.
Spencer, G.
Stalgy, R.
Stankiewicz, A.
Stearns, B.
Steinberg, J.
Stephens, C.
Stevens, W.
Stockman, B.
Stover, M.
Stravers, L.
Sulentic, S.
Surrick, R.
Swain, C.

Swanson, R.
Sweeney, J.
Szupp, B.
Tanner, C.
Tanner, R.
Taylor, F.
Terpe, K.
Terry, D.
Thaxton, A.
Thayer, D., Jr.
Theiss, R.
Thomas, F.
Thomas, J.
Thomas, T.
Thorbjorsen, S.
Tilley, J.
Tillman, W.
Todd, R.
Trotman, R.
Troy, S.
Turner, B.
Ulrich, H.
Usciato, J.
Vahey, R.
Van Horn, D.
Vanvoorhees, C.
Velandra, D.
Velasquez, W.
Veles, R.
Vukmir, G.
Walker, T.
Wallace, S.
Ward, M.
Weaver, A.
Webb, J.
Whitmer, A.
Whitsitt, M.
Wierschem, D.
Wilhelmsen, B.
Williams, A.
Williams, L.
Williams, R.
Wilson, B.
Wilson, C.
Wingfield, P.
Wipmer, R.
Wolf, P.
Wood, C.
Worley, M.
Wright, A.
Wright, F.
Wright, N.
Wydra, R.
Yarmola, J.
Yates, J.
Yelland, B.
Young, E.
Zai, C.
Zeloy, J.

\$600 Honor Roll

Pomerlane, R.

\$500 Honor Roll

Antich, J.

\$400 Honor Roll

Lilledahl, H.

\$300 Honor Roll

Andersen, R.
Chartier, W.
Curtis, T.
Forshee, R.
Hall, P.
Harcrow, C.
Larkin, J.
Nasser, A.

\$200 Honor Roll

Ahmed, F.
Bernstein, A.
Brand, H.
Cookmans, R.
Crocco, G.
Drozak, F.
Dryden, J.
Ellis, P.
Firth, R.
Gilbo, T.
Grima, V.
Hagerty, C.
Kerngood, M.
Kingsley, J.
Lombardo, J.
McCullough, L.
Pow, J.
Reck, L.
Redgate, J.
Turner, E.
Turner, T.

SEAFARERS POLITICAL ACTIVITY DONATION

(SPAD)

675 FOURTH AVENUE BROOKLYN, N.Y. 11232

Date _____ S.S. No. _____

Contributor's Name _____ Book No. _____

Address _____

City _____ State _____ Zip Code _____

I acknowledge and understand that SPAD is a separate segregated fund established and administered by my Union to engage in political activities and to make contributions and expenditures for candidates seeking political office and solicits and accepts only voluntary contributions, and I have the right to refuse to make any contribution without fear of reprisal. I may contribute such amount as I may voluntarily determine and I herewith contribute the sum of \$ _____. This contribution constitutes my voluntary act and I am to receive a copy of this receipt showing the amount of my contribution. A copy of SPAD's report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.

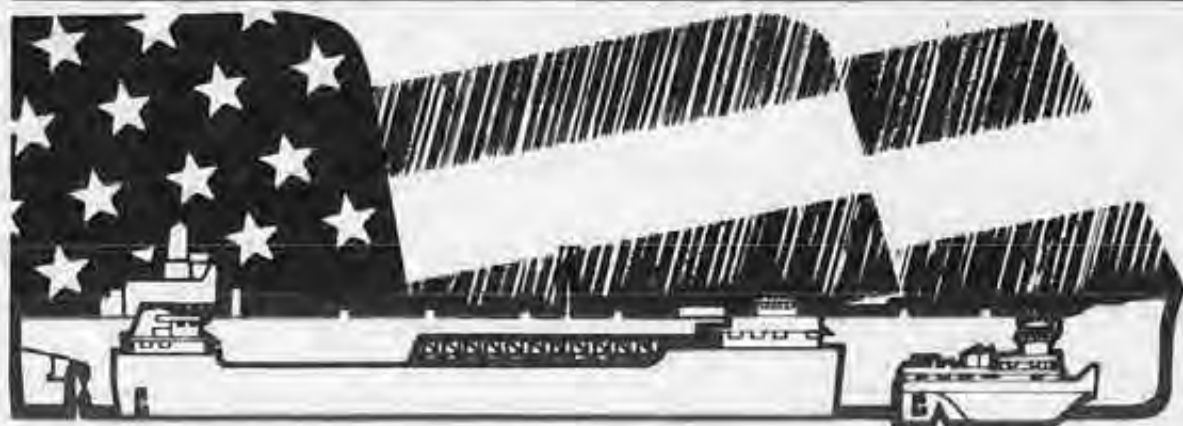
Signature of Solicitor

1978

Port

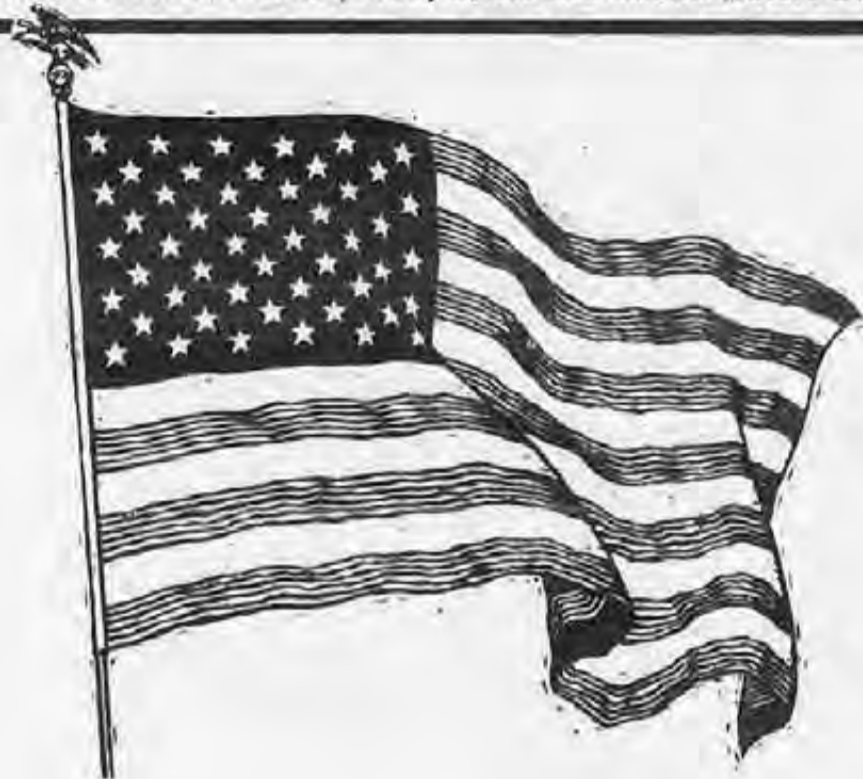
Solicitor's No. _____

\$



LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO VOL. 40 NO. 10 OCTOBER 1978



Register and Vote

It's as American as Baseball

Up until the last World Series game, a lot of us spend a lot of time in front of a TV set. And the football season's approach to the midway mark is plenty of reason for members not at sea to remain armchair athletes.

Spectator sports are part of the way of life in this country. Everyone enjoys them and no one would trade those few hours in a comfortable chair spent rooting for the home team.

But another American tradition demands more active participation to keep it going and that's the right—and the obligation—of every U.S. citizen to vote.

Just like most sports are a collective effort, with everyone doing his part for the good of the team, voting is another form of teamwork. Each individual vote counts towards letting our elected representatives know how we feel about what they're doing and saying.

Letting our Senators and Congressmen know, through our votes, we're either for them or against them is a fair exchange because the people we send to Washington have a lot to say about

how the rest of us live our lives.

They decide how much we pay in taxes and what those tax dollars are spent on. By passing legislation they can keep American jobs from being lost to foreign competition; determine how much health

care and education will cost us, and protect our right to join and participate in labor unions.

If our elected representatives have so much to say about our livelihoods, health and security, we should at least have something to say about who they are by going to the polls on Election Day.

Also by asking for—and using—absentee ballots in the case of many Seafarers who are away from home on Nov. 7.

Register and vote! It's as American as baseball.

SIU members are also asked to donate time and energy to work on behalf of candidates who support maritime.

But the most basic political action, and the simplest one to perform, is voting. Only you can't vote from your living room.

You don't have to exercise much to cheer on a team from the sofa or the sidelines, but you do have to exercise your right to vote.

